

Navy News

July 1995 50p



INSIDE THIS MONTH

Left: When HMS Fearless returned to Portsmouth last month, Megan Armstrong, daughter of the ship's amphibious operations officer Maj Roger Armstrong, hit just the right fashion note.

The assault ship was back from a Joint Maritime Course off the coasts of Scotland — the biggest for many years. See centre pages.

Right: The new Lynx Mk 8 Helicopter Maritime Attack hovers over the bows of the Type 23 frigate HMS Marlborough during a sea training exercise off Portland Bill. See page 3.



Lusty's hover fliers

HMS ILLUSTRIOUS'S visit to Barcelona — where 120 family reunions were planned — had to be cancelled when heavy fighting erupted in Bosnia last month.

Projects by men and women of the carrier's ship's company to help the local population rebuild their infrastructure were also on hold because of the renewed violence ashore.

The pilot of an RAF Jaguar fighter which crashed into the Adriatic was rescued unhurt by a Sea King helicopter of B Flight 849 Naval Air Squadron flying from Illustrious. The Jaguar pilot ejected after getting into trouble during a training flight from his base in Italy.

Illustrious has been stationed in the Adriatic since early February, leading the Task Group of RFA's Olna and Fort Austin and HMS Boxer, the Type 22 frigate that relieved HMS Coventry.

She provides the new FA2 Sea Harrier to Operation Deny Flight and helicopters to assist ships from NATO and the Western European Union enforcing the UN embargo Operation Sharp Guard.

She is expected to return to the UK early next month for leave and maintenance before deploying again in November.

● Right: all in the hover mode, 'Lusty's' new FA2 Sea Harrier and Airborne Early Warning and Anti-Submarine Warfare Sea King helicopters.



FEELING THE PINCH

"OUR SHOES might pinch around the toes and heel — but they do just fit."

The outgoing First Sea Lord Admiral Sir Benjamin Bathurst has noted that the Royal Navy's destroyers and frigates are working harder on more overseas tasks than they had five years ago — and there are 30 per cent less of them to spread around.

In a farewell address to the Royal United Services Institute for Defence Studies, "The Royal Navy — Taking Maritime Power into the New Millennium", he described how "time and again they have proved to

be on hand at the initial response to an emerging crisis."

In the past 12 months alone he cited HMS Cornwall off Kuwait, HMS Marlborough standing by off Sierra Leone on passage to the South Atlantic, and HMS Monmouth assisting the

Governor of the Turks and Caicos islands (see pages 8-9).

"I see an ever-present need for the United Kingdom, as one

of the democracies most ably fitted, to respond to low-intensity challenges at little or no notice. . . we are currently oper-

ating at levels exceeded only in wartime and to meet these de-

● Turn to page 11



● Admiral Bathurst

BRAVE WORK WINS PRAISE

Decision on jobs

OFFICERS and ratings who have applied for redundancy will not have to wait much longer for a decision.

Applicants will be notified on Friday July 7. Redundancy notices to officers and ratings who have not applied will be go out July 6.

The earliest departure date for those selected is November 1, 1995, and the latest July 7, 1996.

MEN from HMS Illustrious have been winning praise for their work in dangerous situations in Bosnia.

Lt John Whitlam saved an injured shipmate from going overboard despite the risk to his own safety.

He rescued the precariously positioned man from the safety netting on the ship's side after he was hit by a snapped cable.

Lt Whitlam has received a commendation for his bravery from Armed Forces Minister Nicholas Soames.

Meanwhile, a team from the 849 B Flt embarked in Illustrious left the ship to help farmers caught between the warring factions.

Undisturbed by mortar fire, shells flying overhead or bursts of automatic gunfire, LA-(PHOT) Shaw, AEM Lawless, LAEM Lawless, AEM Donnelly, LWRT Bannon and Lt Pryce laid the foundations for a new feed shed.

The team donned the UN blue beret and flak jackets for the trip, which took them to Split, Vitez, a front line observation post and Tito's old summer house.

The summer house has been used as a museum and more recently as the Croatian headquarters.

Fusiliers

The team joined the 1st Battalion of the Royal Welch Fusiliers at Bugojno, about 6km from the confrontation line.

During the trip they also travelled through a Serbian village which had been the subject of "ethnic cleansing".

□ □ □

801 NAS held its first junior rates mess dinner in HMS Illustrious, prepared and served by squadron officers and senior rates.

The dinner was a great success and provided a welcome break from the busy schedule of Operation Deny Flight.



Foundation laying by LA (PHOT) Shaw, AEM Lawless, LAEM Lawless, AEM Donnelly, LWRT Bannon and Lt Pryce.

Scrambled!

A SEAKING from RN air station Culdrose was scrambled when the world's oldest sailing ship foundered on rocks off the Cornish coast.

Eleven of the 14 crew of the Maria Asumpta were saved in a combined rescue involving fishermen, lifeboats and the helicopter from 771 Search and Rescue Squadron.

The RN Helicopter joined the Cornwall Air Ambulance ferrying passengers to ambulances ashore, and later recovered the body of one of three missing crew.

The 137-year-old ship had been bound for Padstow when its engine failed. She broke up within minutes of striking the rocks.

Seminar studies art of survival

COULD you survive four months adrift in a near-empty dinghy? What should you do if you are stranded in a desert or the frozen wastes of the Arctic?

The answers to these and many other questions will be given by people with first-hand experience at a unique Survival Symposium at HMS Daedalus from July 25.

Polar explorer Sir Ranulph Fiennes, Gulf War Tornado Pilot John Peters and shipwrecked couple Maurice and Maralyn Bailey are among the speakers at the three-day event.

They will be sharing their experiences with officers and senior NCOs from the armed forces of a dozen different countries.

The Royal Navy's world-renowned expert on medical aspects of survival, Surgeon Rear Admiral Frank Golden, will be explaining how the body reacts under extreme

conditions. US Air Force Colonel Bruce Jessen will be discussing the psychology of such life and death situations.

Latest techniques

Delegates will also see the latest developments in survival equipment and techniques in sea, arctic, jungle, desert and temperate climates.

RN officers and senior rates who wish to attend should call HMS Daedalus on 01705 550143 ext 4046.

High hopes for air day

ORGANISERS of Yeovilton International Air Day on July 15 are promising that the event will be one of the most exciting military shows ever held in the south west of England.

It is the only day of the year that the gates of the Royal Naval air station are open to the public and there is a packed programme of events.

Highlights of the day include a full-scale helicopter-borne commando assault, a display by the Royal Air Force Red Arrows and the RAF memorial flight, a Lancaster, Spitfire and Hurricane.

The theme of this year's air day is the part played by the Fleet Air Arm in World War II, and a celebration of the 50th anniversary of the first landing of a jet on an aircraft carrier.

Russian fighters

This year's event also features a flying display by a squadron of six Russian Sukhoi SU-27s (Flanker), long-range interceptors of the 234th Proskurovskii Guards Fighter Regiment.

There will be a static display of more than 50 aircraft with examples of both civil and military planes from most European countries.

Simulator rides will be on offer and there will be a funfair, side shows, pleasure flights, vintage and modern cars, trades stands and craft exhibitions.

□ Tickets will be available on the day at £10 for adults and £5 for senior citizens and children. All proceeds from the Air Day go towards naval charities.

Old Dukes return...

HMS DUKE'S wartime history has been commemorated with the rededication of a memorial to trainees killed in World War II.

More than 140 "Old Dukes" returned to the site, now in DRA Malvern, for the ceremony led by Captain C P Sherwin, SNO/DRA, and the Rev. Jennie Hayward.

HMS Duke was an initial training establishment for Hostilities Only sailors, many of them stokers and writers, from 1941-46.

The romantic building names of Anson, Blake, Collingwood and Drake have reverted to A, B, C and D. The gym alone retains its original name, Nelson Hall.

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Royal visit for Rosyth

ROSYTH Naval Base enjoyed a royal visit with a difference when the 45,000-ton luxury liner Royal Princess berthed for the day.

Over 1,200 passengers disembarked to explore the Highlands, Fife and Edinburgh before sailing for Norway.

Commander of the Port, Cdr David Cartledge said: "This is the first cruise liner to visit Rosyth Naval Base and we are delighted to have the facilities which enable us to handle such a large and prestigious ship."

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Powder monkeys

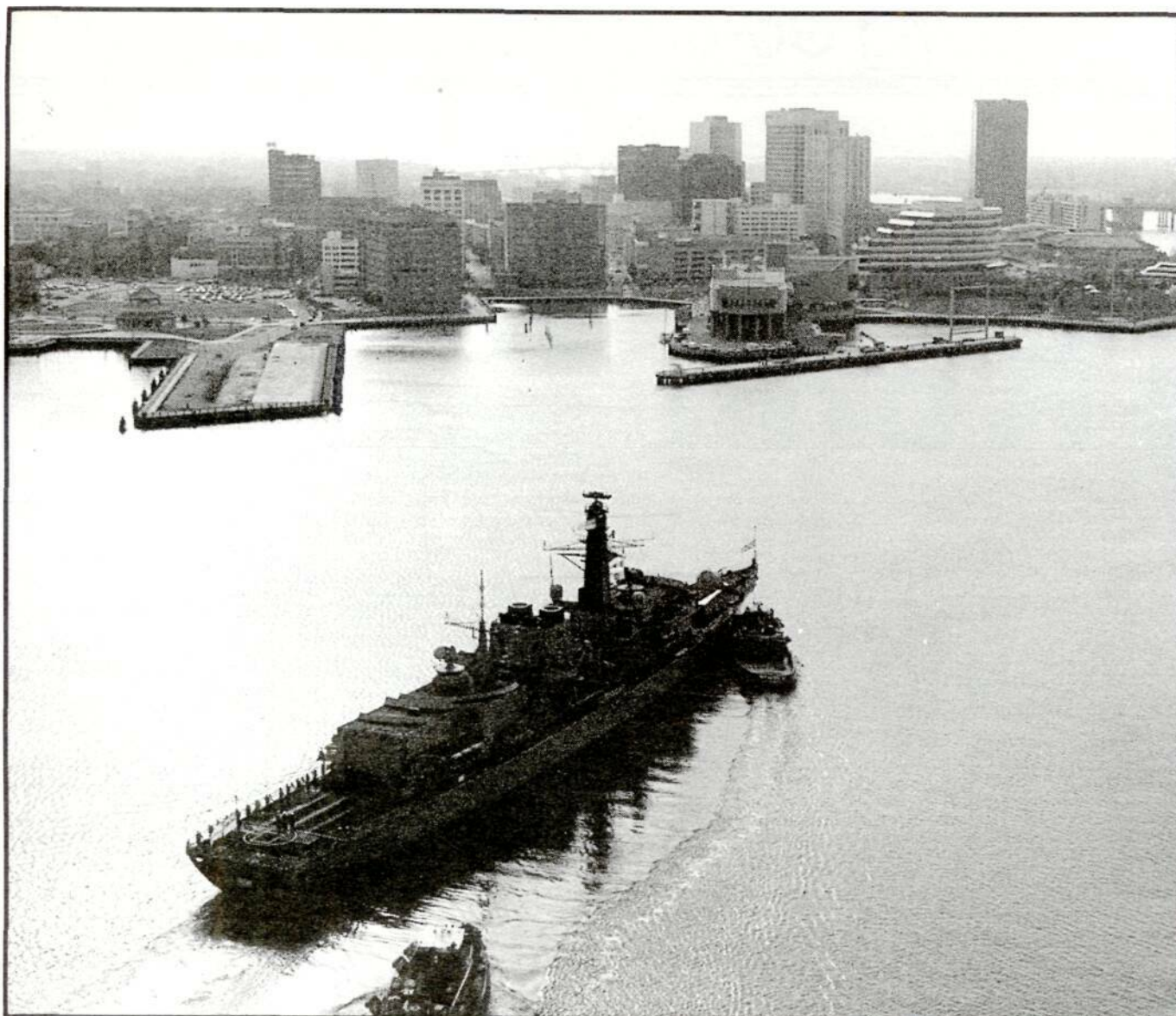
POWDER monkeys are being recruited by the Royal Naval Museum at Portsmouth.

The Powder Monkey Club is a new idea to help children make the most of the dockyard's historic ships and exhibitions.

The club costs £2 to join and children get a twice-yearly invitation to fun days, a quarterly newsletter, a badge and a free gift. Contact the RN Museum Trading Company on 01705 826682.



The SeaKing from RN Air Station Culdrose hovers over the smashed wreck of the Maria Asumpta off the coast of Cornwall.



La Dame aux Azaleas

HMS RICHMOND arrives in Norfolk, Virginia for Azalea 95, the week-long pageant that marks the establishment of the NATO headquarters of the Supreme Allied Commander Atlantic there.

The Royal Navy's latest Type 23 frigate brought the Flag Officer Plymouth's Royal Marines Band to support a wide ranging programme of social and sporting events and attracted much admiration from visitors.

She was berthed alongside Nauticus, the city's new maritime museum on the waterfront, where exhibits from the Royal Naval Museum in Portsmouth were on display.

● HMS Richmond was back in Portsmouth last month to show off the new Lynx Mk 8 helicopter to the media (see below).

Girl (4) in Biscay rescue

HMS DUMBARTON Castle, on fishery protection duties in the Bay of Biscay, went to the aid of a yacht in distress in rough weather 80 miles north-west of Corunna.

The yacht, the 31 foot Norah Belle, left Plymouth on 3 June to take part in a yacht rally. While en route for Port Bayuna the autopilot broke and the yacht was without radio contact for 18 hours.

The yacht had a Chichester family — John and Siobhain Liddington and their four-year-old daughter Katie — on board. It was decided to transfer the mother and child to HMS Dumbarton Castle and to put two members of the ship's company — Lt Cdr Andy Edney and Lt Colin Williams — on board to assist with the sailing.

Tournament highlights

THE ROYAL Air Force are leading events in this year's VE/VJ Royal Tournament — but there's still plenty of Navy there.

As usual, highlight of the arena events will be the annual battle between the Royal Navy fieldgunners from Portsmouth, Devonport and the Fleet Air Arm.

In the exhibition area there will be presentations on two 16-screen video walls and a rigid raider from a Royal Marines assault squadron. There will be personnel from Recruitment, RN Reserves, Royal Marines musicians, and KGFS frontline personnel from the Fleet.

The Tournament runs from July 18 to 29 with afternoon and evening performances. Tickets are £5 to £24. The box office telephone number is 0171 2440371.

New-look Lynx lightens the load

VIRTUALLY brand new — that's the Lynx Mk 8 helicopter now being delivered to the Navy that will replace the Mk3s currently operating from the back of all its destroyers and frigates.

IN BRIEF

SEBASTIAN Coe MP, the former Olympic track star, presented the Wilkinson Sword of Peace to the Chairman of the British Ex-Services Wheelchair Sports Association, Don Paine, last month. It will be paraded at the Disabled Ex-Services Invitation World games at Gateshead on September 7.

INGENIEUR General de l'Armement Gerald Boisrayon, the French Director of Naval Construction, was a guest at the Royal Corps of Naval Constructors' annual dinner at the Pump Room, Bath.

RNAS Culdrose's Seahawk Jet 'gate guardian' has been moved to the other side of the road as a result of changes to the traffic system.

RALPH Clark, Chairman of Somerset County Council, and Brian Tanner (Chief Executive) paid their first visit to HMS Somerset, the 11th Type 23 frigate under construction at Yarrow, Glasgow.

A TEAM from HMS Manchester, currently on Armilla Patrol in the Gulf, danced the Hornpipe in a revue at the British Club, Bahrain.

RUTLAND Railway Museum, which owns a small steam locomotive captured by the Japanese at Singapore, will hold special open days for Far East prisoners of war on August 26-28.

SIR Ludovic Kennedy, who served in HMS Tartar during the operation against the Bismark, was guest of honour at a VE/VJ-Day dinner at RNAS Culdrose.

A total of 44 will be bought over the next eight years.

Main visual differences from the Mk 3 are the repositioning of the Radome, the addition of the Sea Owl passive identification device (PID) and the distinctive paddle tip main rotor blades.

The PID uses a high resolution thermal imaging system on a stabilised platform which is capable of high definition displays of surface targets at long ranges in varying weather conditions.

Boosted

Further enhancements add up to an increased weight of 1,000 lbs — but the new main rotor blades and reverse direction tail rotor compensate for any resulting performance loss, which is anyway boosted by the installation of an air frame cooling package for the transmission and hydraulics and the updated GEM 42 engines.

Already the Mk 3 is regarded as the best small ship's helicopter in the world — and it is said the Mk 8 variant will carry on that status until well into the

next century.

The first ship's flight is expected to be fully operational in January 1996.

Hub of the update programme is the installation of the Central Tactical System (CTS) which for multi-role operations relieves the unduly heavy workload which is currently placed on air crew.

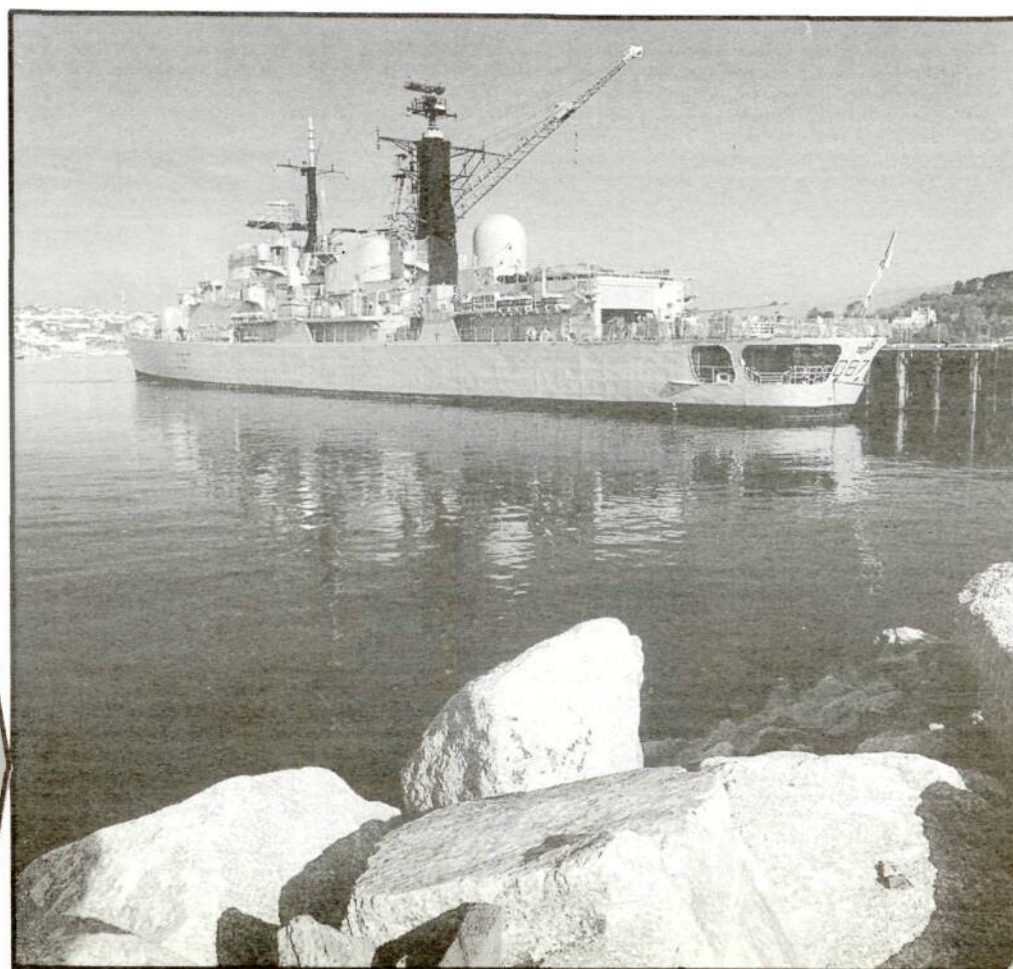
In the Mk 3, the observer's workload is particularly labour intensive due to the ergonomic lay-out of the cockpit and information processing systems.

The Mk 8's CTS lightens the burden by collecting, integrating and processing sensor information. This is then displayed in a readily understood format which allows the crew to react to the tactical situation more rapidly.

Newcastle at Falmouth

HMS NEWCASTLE alongside at Falmouth on an informal visit during which the Type 42 destroyer's ship's company led a march through the town by over 100 veterans.

It was a welcome five-day break after a busy start to the year which saw her involvement in Exercise Strong Resolve, a large-scale NATO exercise off the coast of Norway.





Last postings to Hong Kong

AS THE Navy reduces in size and numbers the complemented billets in units abroad reduce.

Combined with closure in some areas, this results in the chances of local foreign service and a family accompanied draft being less likely.

But it's not all gloom and doom, particularly in the short term. The good news is that to support the draw down in Hong Kong about 80 additional billets will need to be backfilled by RN personnel from all branches and rates from now through to June 1997 in HMS Tamar and HK squadron ships Plover, Starling and Peacock.

Families

Volunteers should take note that the service children's schools (SCEA) in Hong Kong close in July 1996 and families with children at school there will need to return to the UK.

Families not constrained by schooling can remain accompanied until the end of March 1997 when all dependents return to UK.

ES unlikely but possible

With a further round of redundancy in train, extended service (ES) engagements continue to reduce under the current policy of returning special billets (SB) to active service ratings where possible as present ES incumbents reach the end of their current engagement.

By the end of this year the original core of more than 300 ES personnel will have reduced to 19 with the last of these having a January 1998 termination date. However, the criteria for



To minimise drafting turbulence and to provide continuity during the draw down period, personnel initially accompanied will, after August 1996 or March 1997 depending on their family circumstances, be likely to remain unaccompanied until withdrawal in June 1997.

Of course, personnel who are unaccompanied at the outset will remain so under current LFS rules. Drafty's message is simple; this may be your last chance for LFS in HK, either with your family or unaccompanied. Those interested should volunteer as soon as possible by submitting a C230.

ES and justification of SBs has not changed and if there is a case for exceptional continuity, special skills, or service outside normal naval areas, then a billet can remain a SB and be filled by an ES rating.

While it will not be easy to justify the creation or extension of a billet specifying it should only be filled by ES personnel in the present manning climate, ES remains an option and individual application will be considered on merit.

Make the most of it

THE SHIP protection organisation (SPO) courses are still booked months in advance to meet mandatory notice for sea service and protracted PJT packages.

The situation is steadily improving as naval military training is integrated into professional courses, but there remains a backlog of personnel trained under the previous tier one and tier two system (before the introduction of the SA80) for SPO tasks.

Added to this, within the same time frame, the annual personal weapons test was introduced as a prerequisite to SPO training courses. Although the APWT was introduced more than a year ago, and units with the appropriate facilities can provide training and qualification locally, a number of personnel are still joining NMT schools without an adequate APWT, contrary to clear instructions in draft orders.

A significant number of those booked on courses fail to attend. The result is that ratings continue to join ships without the required SPO and PJTs and we waste valuable places on heavily subscribed courses.

Drafty can draft personnel to the appropriate course planned and programmed by the training schools but attendance relies on draft order instructions being read and administered correctly. Please help us to help you.

Valuable places continue to be lost on other courses, all at

the expense of ships who are left with ratings joining without full training. The instructions annotated on some draft orders can be lengthy and detailed particularly those for SPO, ISSC and leadership courses, but it is essential that the draft order package is managed correctly at all levels.

If in doubt

Drafty's message: ratings who on reading (and before signing) their draft order have any doubts relating to them, should raise them with the UPO staff or divisional officer immediately.

The lines of communication between UPOs/DOs and the naval drafting division are well open and should always be used if there is any doubt about draft order instructions.

SOME areas of drafting business don't readily fit into the mainstream drafting task, although they do have a common thread. This work is taken care of by one of the less well-known offices in naval drafting — the Drafting Co-ordination Office (DCO).

The office provides general support facilities, arranges and establishes closed draft periods to suit a ship's deployment programme and liaises with ships to support personnel run down profiles when, for example, a ship is in for refit.

The DCO sends ships the estimated relief date reports which now include security clearance records to aid personnel planning. A central booking facility for general pre-joining training courses is provided as well as the distribution of draft orders, management of flight and unattended baggage for local foreign service and administration of extended service personnel.



Help us conquer draft mountain

Three hundred and twelve thousand eight hundred and forty six (312,846) are not Drafty's national lottery numbers but the total number of Draft Orders issued over the 1994/95 accounting period.

Astute

The more astute reader will quickly recognise that this number far exceeds the number of ratings serving and that it is unlikely that each individual would have been drafted or issued with nine draft orders during the above period. Setting aside the significant additional number of draft orders issued last year to support the major PQ No amendment to all schemes of complement, the general trend has been for the numbers of draft order to increase as units request additional copies.

In some cases additional copies to meet a unit's new organisational arrangements and relocations have been necessary but equally, in other areas the opposite may apply.

The cry from DCO is — if

the draft order mountain is to be contained within manageable limits, any recipient of draft orders that are not essential, should let us know.

□ □ □

Any good at anagrams? Try this — OGISSPVV. The regular Draft Order reader will recognise immediately the code for the Additional Qualification (ADQUAL) ISSC which further translated identifies the Intermediate Sea Safety Course.

Once identified in plain language, personnel managers and co-ordinators can relate directly to an ADQUAL without appropriate references to hand.

With Draft Orders showing a wide range of ADQUALS, some with shelf lives, other obsolete and replaced by new courses, codes, identification and translation is becoming increasingly difficult.

However, don't despair, help is at hand. Drafty is currently looking at annotating the full ADQUAL interpretation alongside the codes on Draft Orders.

The team

If you have a general drafting problem which is not related directly to an individual draft and are not sure where to address it, try Drafting Co-ordination as a good starting point:

DCO Lt Cdr Fred Patchett.....	Ext 2565
DC1 CPOWRT Nigel Porch.....	Ext 2567
(Office Manager and ES Personnel)	
DC2 WTR Paul Maund.....	Ext 2522
WWTR Atkinson	
General admin and LFS clearance	
DC3 Mrs Liz Dean.....	Ext 2566
Course liaison and bookings	
SPO, leadership, firefighting	

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FACTS & FIGURES

Pennant no: F86. Displacement: 4,850 tonnes. Length: 148m. Beam: 14.8m. Draught: 6.4m. Ship's company: 260. Weapons: 2 x Harpoon launcher; 2 x GWS 25 Mod 3 Seawolf anti-missile system; 4.5ins Mark 8 gun; 2 x 30mm guns; Goalkeeper close-in weapon system; 2 x triple torpedo tubes for ASW torpedoes; NATO Seagat decoy launchers. Aircraft: 2 x Lynx helicopters carrying Sea Skua anti-ship missiles, anti-submarine torpedoes, depth charges and machine guns; or 1 x Sea King ASW or 1 EH101 ASW helicopter. Sensors: Type 1006 navigational radar; Type 967 and 968 surveillance radars; 2 x Type 911 Seawolf tracking radars; UAA1 electronic surveillance system; Type 2016 active sonar; Type 2031 towed array sonar. Command and control: DFA 7 computer-assisted command system; Data Link systems 11 and 14; Integrated Communications System (ICS)3; and SCOT satellite communications system.

RAPID TURNROUND BY CAMPBELTOWN

AFTER steaming almost 30,000 miles and completing 51 boardings and nine port visits, HMS Campbeltown returned home from Operation Sharp Guard in the Adriatic.

The Batch 3 Type 22 frigate acted as flagship to NATO's Commander Standing Naval Force Mediterranean, Commodore Van Der Lugt, for 73 days. He departed Campbeltown for the last time by light jackstay transfer to the Dutch frigate Abraham Crijnsen.

HMS Campbeltown then proceeded to the Sicilian capital, Palermo, for her final visit and to hand over duties to fellow Second Frigate Squadron member, HMS Battleaxe.

Welsh Guards

More than 20 fathers and sons were embarked for the journey home to Devonport, as was a contingent from the ship's affiliated regiment, the Welsh Guards. As well as enjoying a little sea time, the guardsmen helped out with ammunitioning in Gibraltar.

Whilst she was at the Rock, Campbeltown was visited by the Commander British Forces Gibraltar, Major General Simon Pack.

The ship arrived back in Plymouth Sound in time for the VE Day commemorations — but the biggest celebrations took place on May 9 when members of the ship's company were reunited with their families exactly six months after sailing for the Adriatic.

Following an assisted maintenance period in Devonport HMS Campbeltown is due back at sea this month.

Although officially designated a frigate, the Type 22 Batch 3, with her comprehensive weapons fit, has the firepower of a cruiser. HMS Campbeltown is capable of defending herself and attacking targets above, on or below the sea surface.

Her modern sensors are designed to provide early and rapid warning of a threat in order

to give the command team time to react. While automation plays a part in many of the weapon systems, the man on watch remains essential if a sophisticated threat is to be countered successfully.

Cammell Laird

HMS Campbeltown is the second Royal Navy ship of the name. She was built on the Mersey by Cammell Laird and launched in October 1987 by Lady Kathleen Fitch, wife of the then Second Sea Lord.

Campbeltown's weapon systems are some of the most sophisticated in the world, including the highly successful and proven Seawolf missile system, the American Harpoon missile, the Dutch Goalkeeper 30mm Gatling Gun-type close-in weapon and the recently introduced Stingray torpedo.

Computers play a large part in the processing and evaluation of action data from the ship's sensors, and computer displays provide "real-time" information for the command team concerning all possible threats to the ship.

Warfare information is transferred between ships on high-speed data links, thereby enabling the command to achieve the most comprehensive picture of the threat.

Sophisticated

The ship's flight also packs a punch; the Lynx helicopter can attack targets at great range from the ship with Sea Skua missiles or Stingray torpedoes. Additionally, its own sensors significantly enhance the ship's operational radius of action.

Propulsive power for HMS Campbeltown is provided by Rolls-Royce Spey and Tyne gas turbines and is transmitted via

controllable pitch propellers regulated by a sophisticated electronic control system. Together, the shafts develop over 45,000 shaft horse power.

Four megawatts of electrical power are provided by four diesel-driven alternators, which supply the weapon systems, the ship's services and a variety of other auxiliary machinery, including hydraulics for winches and davits, and the complex ventilation system.

Automation

The installation of highly-automated, computerised weapon systems, specially designed information processing equipment, a centralised store-room complex supplied by ver-

tical hoists, a sophisticated computerised ship administration system and gas turbine propulsion machinery has allowed the trend for leaner-manned warships to continue in Campbeltown.

Specialists

Now more than ever, every member of her 260-strong ship's company has a vital job. The ship has to be self-supporting and carries specialists in each branch to operate, maintain and repair the complex equipment, and to feed and pay the ship's company over extended periods. Fuel, ammunition and stores can all be replenished at sea.

Fame lives on for the heroes of St Nazaire

IN 1919 the flush deck cruiser USS Buchanan was launched. At the outbreak of the Second World War she was refitted at Devonport and handed over to the Royal Navy as the first HMS Campbeltown.

She was one of 50 United States Navy destroyers given to the RN in exchange for leases of naval and air bases in Newfoundland and the West Indies.

After a spell with the Netherlands navy she took part in Operation Chariot, the heroic raid on St Nazaire. On March 26, 1942, she sailed with a flotilla of other ships, disguised as a German torpedo boat and carrying a commando brigade and a demolition party.

On March 28 at 0134, after weathering heavy fire on the approach to Normandie Dock,

Campbeltown successfully rammed the caisson. At 1135 the four tons of TNT in her bow exploded, destroying the dock.

The raid was a total success. Among the medals awarded was a Victoria Cross for Lt Cdr Stephen Beattie, CO of HMS Campbeltown "in recognition not only of his own valour but also that of the officers and men of the very gallant ship's company".

Battle honours: Battle of the Atlantic 1941-42 and St Nazaire 1942.

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JACK

BY TUGS

THING IS - 'OW CAN I BE SURE, ABSOLUTELY CERTAIN - THEY'RE TELLIN' THE TRUTH ABOUT THAT?.....



WELL, YOU SAY-UM - SHORT, FAT, UGLY SPOTTY FACED, Hairy SAILOR WITH DANDRUFF AN' TATTOOS - SEEKS TALL GORGEOUS BUBBLY GIRL WITH OWN MANOR AND ROLLS ROYCE!

BERKK!! WHO'S GOIN' TO ANSWER THAT!?



I DUNNO! - BUT SHE'D 'AVE A GOOD SENSE OF HUMOUR!

Letters

Slow Boat To China

I MUST take issue with the claim that Plover and Peacock's visit to Macao was the first by RN ships in living memory (May issue).

In 1945 I was on board the frigate HMS Odzani sent there to escort a huge barge full of rice back to Hong Kong, where the people, having only lately been liberated, were starving.

The Hong Kong authorities were afraid it might be captured by Chinese pirates.

When we got to Macao the barge's engine had broken down so we got a single night's shore leave. This was 10 October, China's National Day, and the streets were festooned with lanterns and portraits of Sun Yat Sen - a wonderful sight for those of us used to years of blackout at home.

When we left with the barge the following day the sea was choppy and it proved impossible to steer it in anything like a straight line.

For some reason we could not use the short 70-mile route now used by the hydrofoil ferry and had to go all around the south of Hong Kong Island - and eventually we had to take the barge in tow.

Even then we had to stop at night, because if the tow had parted we would have had no idea where the barge had gone - it had no lights and nothing which would have enabled us to fit lights to it.

So after six days we got a signal from the C-in-C Hong Kong saying "Kindly inform me of your whereabouts." - C.Mills, Ruthin, Clwyd.

Thanks also for reports of visits to Macao by HMS Widemouth Bay around this time and by Amethyst (1947), Alacrity (1948), HDML 3511 (1949), Black Swan (1951), ML 1312 and Opossum (1952) and ML 1328 (1955) we have received. - Ed.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

Fresh appeal for music on the move

I AM writing to you to tell you about my feelings about the Defence cuts in British Military Bands.

I have been interested in Military Bands for ten years since I saw the Guards at Windsor Castle when I was two years old. Since then I have been to many concerts and Parades including the Royal Tournaments, Beating Retreat, Changing the Guard, Concerts at the Royal Military School of Music (Kneller Hall) and local concerts such as one in my local church and one in the grounds of a local historic house called Cliveden.

It is arguable that the younger generation do not enjoy military music and it is only older people who like the music for they would have listened to it regularly when they were younger before television.

I personally do not believe this is true because I like this music even though it may now be considered old fashioned.

Young tourists also enjoy listening and watching the bands at many ceremonies including Changing of the Guard and young children like my two-year-old sister think it is very exciting to see the bands marching through the streets. I remember when I was young and I used to dress up in my guards uniform and march along with the Guards with a wooden cane with the end of a gear stick on the end to use as a Drum Majors Mace. I even got

my picture in the paper by wearing it at The Cliveden House Concert.

Almost two years ago now I became a member of the Sea Cadet Corps in Windsor and have since joined the unit band. I play the drum and bugle and I am also working towards grade two, playing the trumpet at school.

When I go to any military display there is a considerable amount of children and so I do not think the audience of the military band has fallen much over the years.

I understand that the government needs to carry out these defence cuts but I do not think that they should have had such a dramatic effect on British Military Bands. C. Mace, Maidenhead.

Bedded off Brisbane

THERE HAS been increasing interest in the British and Australian press in the discovery of ex Fleet Air Arm aircraft - Hellcats, Corsairs, Avengers etc - on the seabed off Brisbane, where they were ditched after the end of the war.

I was temporary on LST 160 at the time, moored opposite the Australian small craft base HMS Furneaux and next to HMS Theseus and Unicorn.

I remember the aircraft were flown to HMS Nabsford, the FAA repair base at Brisbane, lashed to lorries with their wings folded and towed the 10 miles to the docks.

They were then hoisted aboard the carriers and the crews could be seen attacking the fuselages with fire axes to make them sink more quickly.

At the same time the LSTs were dumping lorries, cars and jeeps in the same area. - K. A. Tratthen, Redcar.

Romantic Writer

MY WIFE and I read Miss Howard's letter (February issue) about how she met her fiancé through the penpals column of *Navy News*.

We too met this way, after I replied to a request for a penpal in November 1991.

I was a baby writer at HMS Neptune and Alison was living in Brixham in South Devon.

We wrote quite a few letters before realising that we had something more than just a friendship. I was due to join a ship in Plymouth and Alison was looking forward to an Easter holiday in Scotland when I got news of a pierhead jump to HMS Sheffield.

I met Alison when I came down, one thing led to another, we got engaged, I went on deployment - and on returning we brought a house and got married.

When I went away to the Adriatic I was able to fly Alison out for a lovely Christmas in Naples. I am now shore-based for a few years and we are looking forward to settling down in a new area. - WTR S. J. Clinton, Torpoint.

So maybe it wasn't our rum anyway...

IN YOUR April issue Lt. Cdr. Gary Rawlings says that the high profits made by entrepreneurs on the recent sale of old rum stocks, purchased for a reported £6.33 per gallon, under bond from the Ministry of Defence and advertised for sale at £160.00 per gallon, should have been used to benefit naval personnel, ex-servicemen and naval charities.

Close examination of the facts, may reveal that perhaps the Army and not the Royal Navy should have benefited from the proceeds of the sale!

The rum was described as Jamaican, of 1950's vintage, in stone/glass jars, corked with a wax seal. The rum had been stored in Germany for forty years, for use by the Army in the event of an emergency. With the easing of tensions in Eastern Europe, the stock was shipped back to the Royal Clarence Yard, Gosport, for disposal.

Although the rum was filled into stone and glass jars, at Deptford, in the 1950's, this was an M.O.D facility, not used exclusively for the Royal Navy and whereas the rum in question is described as being of Jamaican origin, Royal Navy rum was a blend of rums from various Caribbean countries.

Whilst the stone jars were identical to those used by the Royal Navy, naval rum would not have been in glass jars, which would have been a major hazard on board ship.

People may have been misled into believing they were buying forty year old stocks of vintage navy rum, but, once in a sealed jar, the quality of rum does not improve with age, which is why spirits are matured in oak casks, allowing access to the air. - D. Hill, St Albans.

Lord of the lathe

YOUR piece in the April issue about the manufacture of spares from cartridge cases (page 17) reminded me of this "Tale of the Ring."

The newly-joined Commander of the ship I was serving in in 1942 was a widower who had become engaged to a girl in the WRNS. Then she got a draft chit to the Med and he to this ship - now in Hvalfjord, Iceland. When would they ever get married?

But the ship became involved in Operation Torch and later sailed to Gib, where his fiancée was. They decided to get married there and then - but a proper ring was needed in 24 hours.

There was a senior ERA on board who, it was believed, could make a lathe play the harp - and the glittering result, fit for a princess, was turned up in good time in the Engineer's workshop, from the bridegroom's hefty signet ring. - Cdr J.I. Ferrier, Monmouth.

Notable omission

THE ROYAL Navy has a fine record for giving the names of its greatest admirals to ships or shore establishments. However, unless I am gravely mistaken, the man who during World War II embodied the finest principles of the Royal Navy - a true believer in Nelson's dictum 'Engage the enemy more closely' - has yet to be so honoured.

As we prepare to celebrate the end of World War II, might this not be a good time to perpetuate the name of Andrew Browne Cunningham, a true sailor's sailor? - R.T.W. Rumsey, Cirencester.

Brontë in a brown study

AS A faithful reader of *Navy News* and a worshipper at Nelson's shrine and all things appertaining to the Navy, I was shocked to see you publish a picture of Nelson in which the artist had given him brown eyes - there is another one in the RN Museum which has brown eyes, too.

His eyes were blue - I expect the artist completed the portrait without Nelson there and with just a sketch to go by. - B.M. Bellinger, Portsmouth.

On the beach

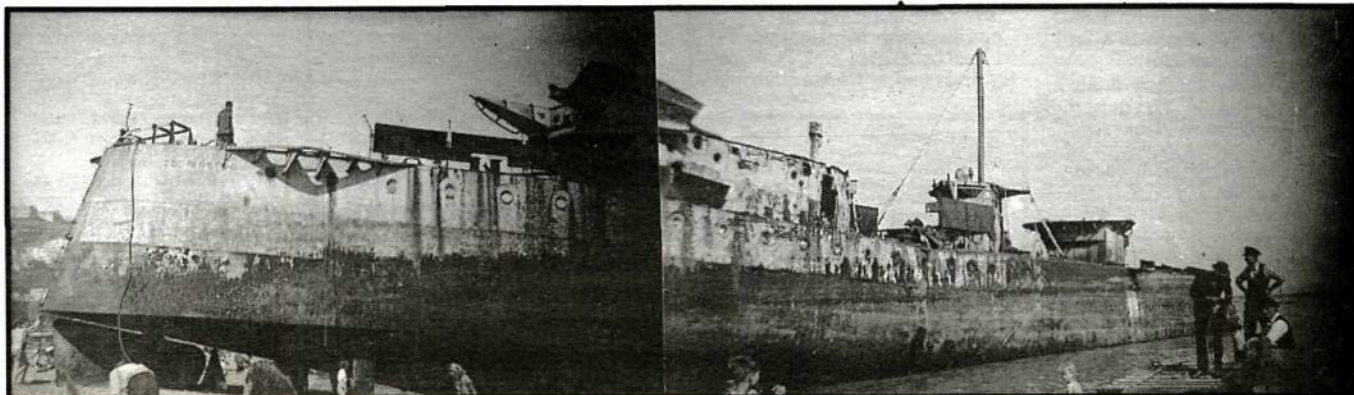
HAVING SEEN March's prize puzzle picture of HMS Codrington at Dover in May 1940, when she was evacuating people from Dunkirk, I thought you might be interested in this one I took of her stern half, on the beach at Dover in 1946. I believe she struck a mine. - R.K. Barrett, Raynes Park.

Codrington was destroyed on 27 July 1940 during an air attack on Dover. - Ed



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BROOKS: 'BRAVE BUT FOOLHARDY'

REGARDING your mention of the late Lt Cdr Joe Brooks (Newsview, June issue), his heroism and humanity cannot be questioned but I feel the story of three months' detention is very far fetched.

After the Bismarck sank HMS Dorsetshire manoeuvred alongside the main body of German seamen in very rough water. I was a Leading Seaman in charge of the side party and responsible for arranging ropes and scrambling nets.

Unfortunately there was only time to lower one net and as the ship's side was 30 ft out of the water it only reached half way.

I had tied boland knots on the end of most of the ropes and I and many others were endeavouring to pull up as many Germans as possible in the shortest time.

Midshipman Brooks suddenly dived in to help the survivors — but sadly so many were wounded or exhausted and unable to put the loop over them. One person I was trying to pull inboard fell off twice.

● Bismarck survivors beside HMS Dorsetshire.

After we had rescued about 80 someone leaned over the bridge and shouted "Submarine alert — get everything inboard, we are getting underway".

I shouted to Joe to get back inboard and he put one of the ropes around him and I and two others pulled him in.

He was sent for by Capt Martin and as far as I know was reprimanded for leaving the ship and putting the 800 crew in jeopardy as well as the German survivors.

To my knowledge he was never confined to his cabin — although the buzz around the ship was that he was in the rattle and would be court martialled for deserting the ship.

My own opinion was that he was a very brave man but foolhardy to enter the water and that Capt Martin was right to chastise him for putting the ship in danger.

Martin was a superior seaman, a strong disciplinarian but a very fair man. His son is now president of the HMS Dorsetshire Association — and Hans Zimmerman, a Bismarck survivor, has been a great friend since he attended our reunion in 1972. — H. W. Gollop, Hr Ernesettle, Plymouth.

Small tokens of esteem

HAVING now completed some 25 years man's time in the Royal Navy, I find myself considering retirement next year with some regret, trepidation and increasingly with a certain amount of envy for our "green" comrades at sea, the Royal Marines.

For the past four years I have lived in Plympton in an area of predominantly RM families. Having socialised with them for some time now, I have recently been invited to a "Top Table" at the WO & SGTs mess at Stonehouse Barracks.

This function, I am told, is held for a RM SNCO who is leaving the service in the near future having completed 22 years pensionable service.

The man himself plus 25 guests of his choosing plus RSM and PMC of the relevant mess are wined and dined at the expense of the RM Central Messing fund — something the RN does not have. What a great system.

I have also recently come into contact with something called "The Red Card" — nothing

to do with football. This is given to a RM SNCO on retirement on completion of 22 years service.

It enables him to keep in contact with the Corps because with this card he is entitled to enter any RM SNCO mess anywhere in the world and be welcomed and served. Wonderful idea.

Handshake

When I retire I can look forward to a handshake and thank you, my pension and gratuity and from then on I have nothing whatsoever to do with the Navy. 25 years of my life are gone and forgotten by everyone apart from me.

I know that I could apply for honorary membership of this or that mess depending on where I am living, or even join a local RNA or any other of the admirable ex-servicemen's clubs — but wouldn't it be so much easier all round if I had a retired serviceman's ID card?

It seems that even our junior service the RAF are a step ahead of us in this — next year they issue the new ID cards they are intending to give to retired personnel on request. The US Navy have been doing this for many years.

Is it not time we caught up and gave our retired personnel at least this small token of recognition for time done? — CCPO K. J. Elliott, Plympton

Letters

FROM WARM WELCOMES TO COLD COMFORT

CONGRATULATIONS on your VE supplement — a most moving record. But it was not the Amethyst but the Magpie which boarded U249, the first U-boat to surrender.

Both ships were separately on patrol when they were ordered to intercept the submarine and bring her into Weymouth Harbour.

Interception took place at around mid-day and a boarding party of about six — of whom I was one — took over. Our reception was amiable — indeed, a member of the crew probably saved my life when unaccustomed to the movements of a submarine, I nearly went overboard with heavy batteries strapped to my back.

Like the Byron's party, we were amazed at the quality of the food and were happy to accept the invitation to share it in preference to the bread and corned beef we'd been issued.

For reasons probably of propaganda the Magpie's party were taken off just outside the harbour and Poles took our place. I have the original of the photo in the top righthand corner of page VII of the supplement — this was taken from the Magpie and shows the Polish, not RN seamen on the boat.

With the gallantry of the Yangtze Incident HMS Amethyst's place in history is secure. It would be a pity to rob Magpie of her small claim to fame. — R. Chamberlin, Guildford.

Sorry, Magpie — and thanks to R. C. Combes of Ipswich, another member of her boarding party who also pointed out our mistake. — Ed.

I HAVE been visiting the UK to take part in the 50th anniversary of the liberation of Guernsey.

I would like to record my appreciation and that of other members of Task Force 135 for the absolutely fantastic reception we all received.

But I would like to take the opportunity of highlighting what I consider an injustice to ex-service personnel who emigrated just after the war.

Those people are now recipients of the UK Old Age Pension — to which they contributed fully.

The amount they receive is frozen at the amount given when they were granted the pension, though. In a lot of most cases this was ten or more years ago and there is no indexation. — S. Snow, Ormiston, Queensland.

ON VE-DAY 1945 I was on board one of the many RN ships in Copenhagen, HMS Zealous.

Many veterans were invited back to the 50th anniversary celebrations of the liberation of Denmark and I cannot speak too highly of the wonderful welcome and hospitality we received from all the people over there.

I was delighted to meet up with three of the Zealous crew and I would like to make special mention of the smart turn-out of HMS Cardiff's Parade. They got a big chuck-up from us old vets. — Bill Jones, Surbiton.

In the line of duty

ON BEHALF of many old shipmates — we looked with great interest at the lists of ships from the East Indies and Pacific Fleets, but we looked in vain for once more we were among the forgotten.

We served in His Majesty's Rescue Tugs and among those that served in the Far East were HMRTs Destiny, Flare, Enigma, Eminent and Cheerly.

The Admiralty Floating Docks Nos 18 and 20 were there — but what about the vessels that spent five long and dangerous months towing them out?

AFD 20 was towed out by Destiny and Eminent, a distance of 11,300 miles at an average speed of 5½ knots.

We experienced gales, severe storms and fires aboard both ships — all under constant threat of enemy action on sitting duck targets.

We all ended up in both eastern fleets after seeing the Normandy invasion through from start to finish, towing Mulberry Harbour units over and damaged vessels home.

Other small ships involved in our long tow were HMS Helford, Plym, Pdani, Usk, Barle, Advantage and Empire Sam. — W.E. Gardner, Ottawa.

All of one company?

The Service deserves congratulations on allowing such an eminent industrialist as Sir John Harvey Jones to comment on the future of the Royal Navy in a recent television presentation.

How sad then, that after 30 years service, I should hear the same obsolete, elitist views expounded, this time by the First Sea Lord and the Captain of BRNC Dartmouth vis a vis the separation of Officer and Ratings training.

In these lean times where economies are paramount it is absurd that this sacred cow should remain.

Stand up the next Jackie Fisher! — WO D. Tavener, HMS Warrior.

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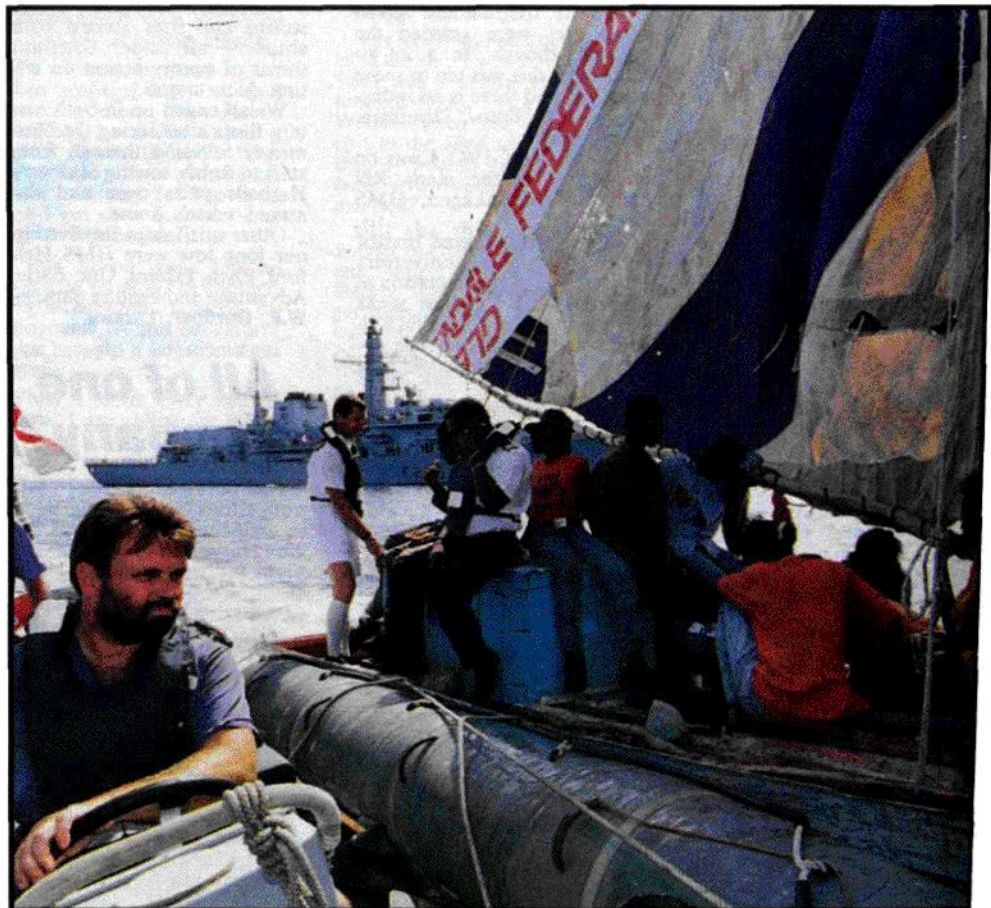
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'Black Duke' is but unbowed



● WEMs Gilmour (foreground) and Scott practise loading the 30mm BMARC gun



● Haitian illegal immigrants are taken under tow to the authorities on Turks and Caicos Islands (and opposite).

battered

This month visiting the sunny South Seas, 'The Black Duke' has lately seen plenty of the dark side of the West Indies.

HMS Monmouth's duties as Guard Ship took her to the Antilles where she worked with the coast guards and police of a number of countries combatting the cultivation and smuggling of drugs.

The Type 28 frigate's Lynx helicopter regularly carried out "agricultural surveys" of the islands, winching down local police in remote areas to destroy marijuana plantations spotted from the air.

In place of visits to Antigua for the annual Race Week and to Trinidad she was directed to the Turks and Caicos Islands to take part in Operation Webely — helping to intercept illegal Haitian immigrants.

Monmouth had a rocky start to her nine month development that began in February when she sailed from Plymouth to take over as West Indies Guard Ship from HMS Broadsword.

During the Atlantic crossing she was assailed by 70 knot-plus gales and 60 ft waves. The upper deck took a pounding that bent the focsle breakwater, ripped away the hawse pipe cover and sliced into the rubber mantlet around the 4.5 inch gun barrel.

Around this time the bow sonar dome was damaged and after inspection in Bermuda the ship carried on to visit Miami while a dry dock was found to carry out a replacement.

Newport News Shipbuilders in Norfolk Virginia took on the job — completed in just ten days — while a small Naval Party in RFA Brambleleaf carried on Monmouth's anti-drug smuggling programme.

The spell in Norfolk possibly qualified her as first WIGS to collect a sprinkling of snow on her upper deck — something of a shock to members of the ship's company who had only brought summer-type civvy clothes.

Even so, a number took the opportunity to go white water rafting on the Gorley River — though this seemed a little tame by comparison with their Atlantic experience.

A visit to Tortola followed, and then a ten day self maintenance period in Barbados, where 37 members of the ship's company were met by wives and families as expected.

LREG Gormley had a bit of a shock when he reported to the dockyard gate to "pick up an important package", though — to find his wife who had arranged her own holiday without telling him. Thankfully he wasn't duty...

Stand-off

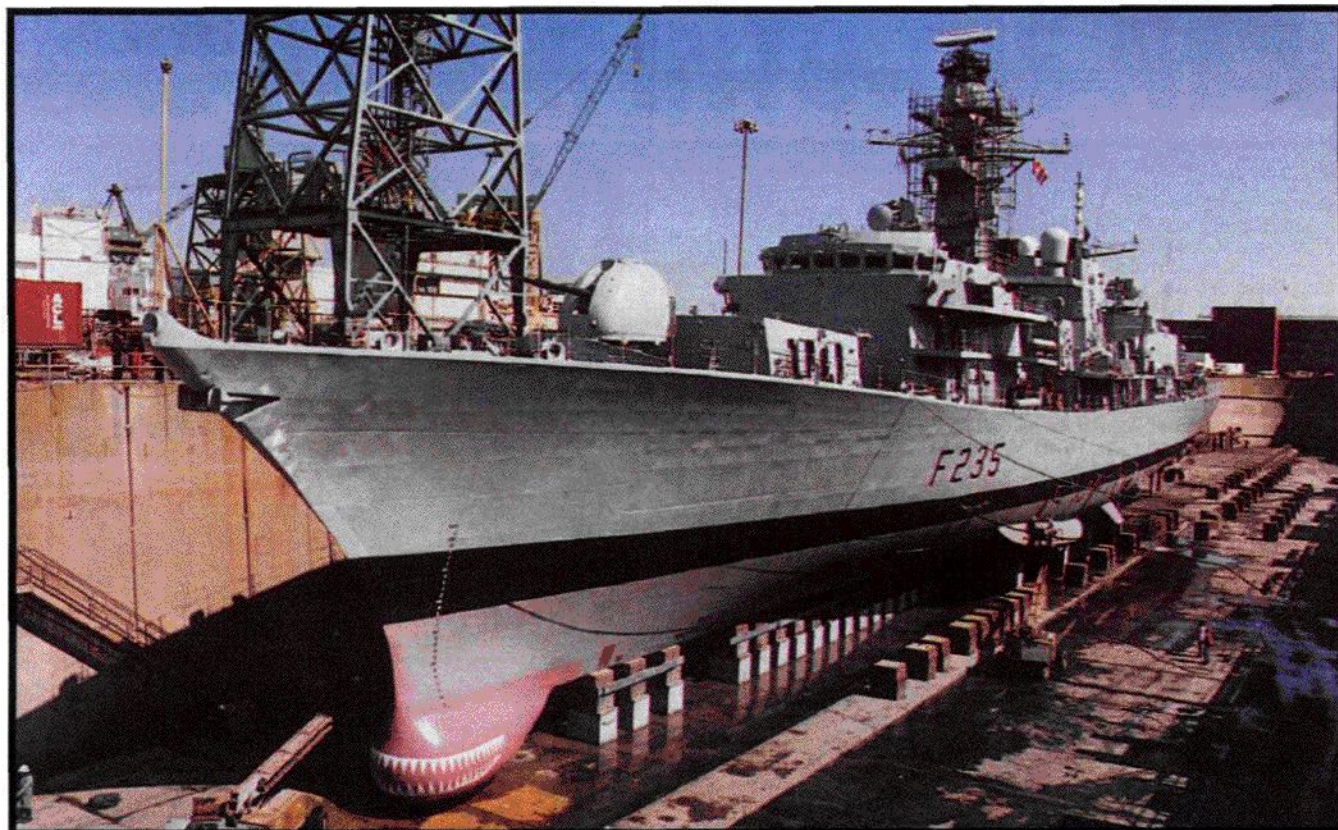
Monmouth handed over to HMS Southampton in May and passed through the Panama Canal to travel on to Australia and New Zealand — where she broke an 11-year defence stand-off caused by the country's position on nuclear weapons.

Ever since the former Labour government banned foreign warships which might be carrying nuclear weapons, neither the RN nor the US Navy have visited New Zealand.

But the UK made it clear in 1992 that surface ships would not be routinely nuclear-armed and Monmouth called there as part of the Australasia '95 deployment — on the way visiting Pitcairn Island and celebrating Mutiny on the Bounty Day!

Wellington and Auckland and finally Fiji were her ports of call last month before moving on to Tonga and Western Samoa.

Later this month Monmouth will be at Sydney, moving up to Brisbane for the VJ-Day commemorations there.

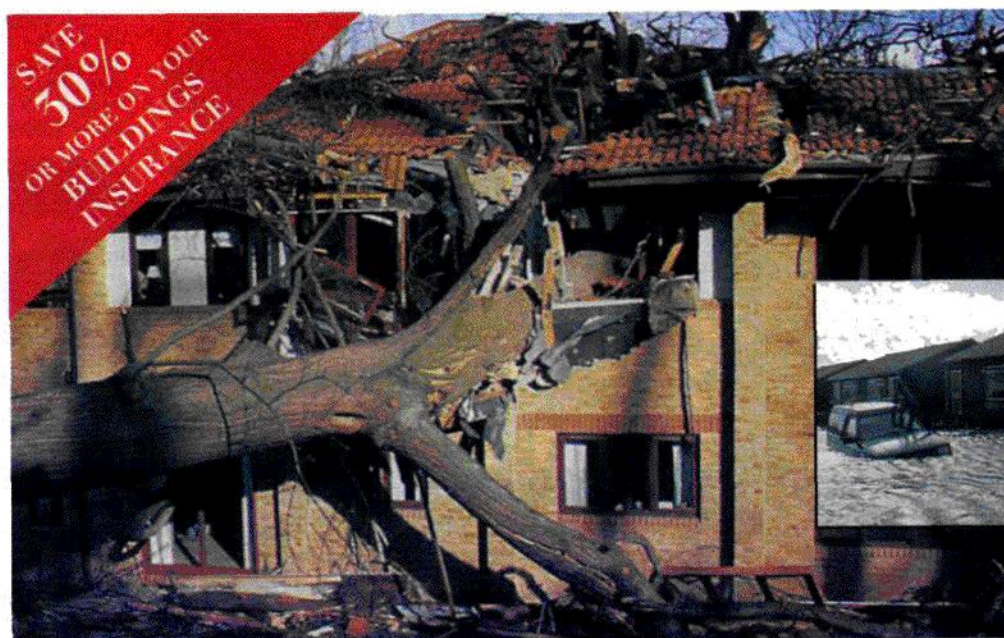


● HMS Monmouth shows her teeth — a new bow dome fitted in Norfolk, Virginia, decorated with 'jaws'

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● Drugs patrol — AB (S) Gardner checks out a possible contact with Travis Tracker (left) and Glen Hardee of the US Coast Guard.



Helping Hands

NAVAL charities made it possible for children from all over the UK to enjoy an Easter pilgrimage to Lourdes.

The Handicapped Children's Pilgrimage Trust (RN) and the Sailors' Fund provided funds and carers for the visit which included daily services, sight-seeing and fun events.

WO ANDY McDonald from HMS Drake has been honoured with a Papal Award for his tireless efforts for the HCPT. He was presented with the Benemerenti Medal by the Rt Rev Monsignor Noel Mullin, principal Catholic naval chaplain.

THE FLEET Air Arm field gun crew raised £2,300 for the

Acorns Children's Hospice in Birmingham through a sponsored "Superteams" competition held at Cadbury's World.

THE LIFE-SAVING skills of Portland's St John's Ambulance group will reach new heights with the purchase of a state-of-the-art resuscitation dummy. The purchase was made possible by a donation of £1,730 from the WO and senior rates mess at HMS Osprey.

814 Naval Air Squadron raised £1,300 by "rowing" Invincible's exercise machine 260 kilometers, the distance between Croatia and Italy, on their return from the Adriatic. The money goes to St Julia's Hospice.

Marines send ray of hope

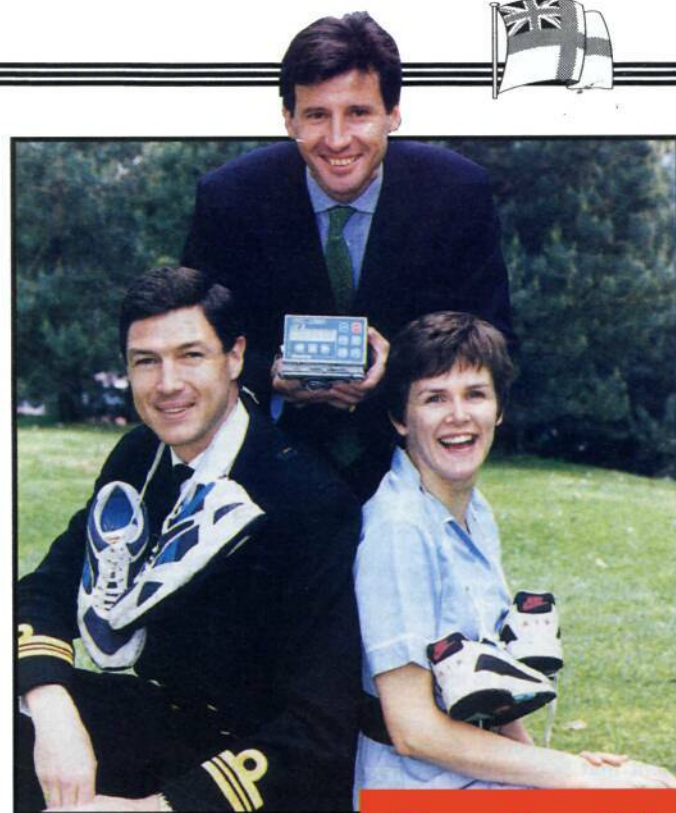
DEPRIVED children in the Ukraine are looking forward to the arrival of a truck load of toys and clothes and medicine collected by Royal Marines in Plymouth.

Members of the RM Logistics Regiment at Coypool gave an overwhelming response to a request for items in their unit orders and with the help of Queensway and Cockington primary schools at Torquay there was soon enough to fill the truck.

Good luck

The collection was inspired by an officer's wife and the unit's padre, Father Simon Beveridge. A lucky encounter put the padre in touch with pharmaceutical company Reckitt and Colman who donated £7,000 of supplies.

The company also included chocolates and school bags in the consignment. The donations will be driven to Camborne, Cornwall, and then go by sea from there.

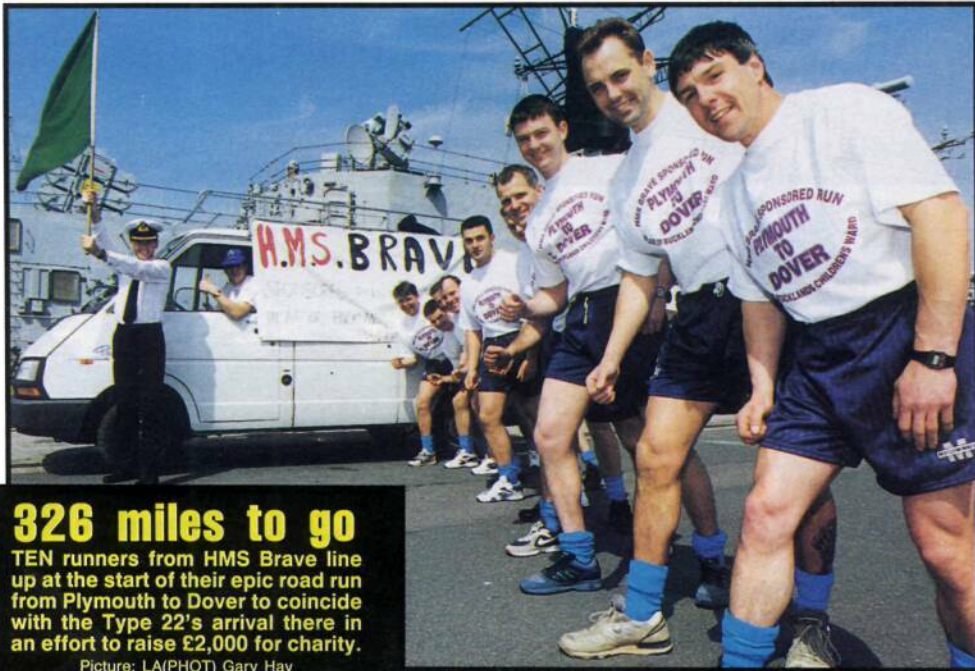


Run for it!

CARING athletes Lt Cdr Charlie King and Sister Claire Starks endured the gruelling London Marathon to make life easier for leukaemia patients at Derriford Hospital.

They raised nearly £3,000 to pay for a pump which allows patients on Claire's ward to control their own pain relief medication.

Lt Cdr King and Sister Starks teamed up with Sebastian Coe to present the equipment. Claire's husband is Lt Cdr Mike Starks who is serving in HMS Illustrious.



326 miles to go

TEN runners from HMS Brave line up at the start of their epic road run from Plymouth to Dover to coincide with the Type 22's arrival there in an effort to raise £2,000 for charity.

Picture: LA(PHOT) Gary Hay

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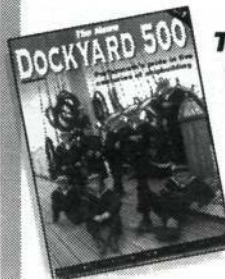
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The News, Portsmouth, is producing a 32-page glossy souvenir. Available in the Portsmouth and Southampton areas from early August, it tells the story of the end of the war and remembers the heroes of the British Pacific and East Indies Fleets.

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TAKING MARITIME POWER INTO THE NEW MILLENNIUM

Admiral Bathurst's RUSI address

● From page 1

mands the Royal Navy is again harnessing resilience to its traditional adaptability.

"I assume that we will continue to pitch our economic goals — and thus our political aims and military capabilities — on a global scale.

"This has nothing to do with a nostalgic search for a world role; it is simply hard-nosed realism that any nation with our trade-based economy and investment culture needs to develop military capabilities and force structures that are in sympathy with its geo-strategic position and economic base.

"For as long as the United Kingdom remains a global trading nation with worldwide political obligations and interests it is axiomatic that there is a clear role for our maritime forces."

Disordered

Except in the case of "in-alienable national responsibilities", Admiral Bathurst believed we should look first to partnership and alliance — with NATO, the UN and the several European defence organisations — moving towards a modern doctrine of expeditionary warfare accompanied by a level of forward presence.

The recent Bett Report on Service manpower itself accepted that there was likely to be a greater need than during the Cold War for highly mobile forces trained for expeditionary warfare, peace-keeping missions and counter-terrorism.

"We now see a disordered world where conflict is likely to be unpredictable but I believe essentially local in scale.

"My analysis of the needs for maritime forces stresses their capability of operating at global range and with a capacity not only to sustain and support land operations, but also to make a direct contribution to any land campaign.

"The traditional tenets of maritime operations — the decisive fleet engagement and command of the sea — will be less relevant in conditions where sea control is unlikely to be contested in anything other than a local sense.

"I believe that this is the present position, but it would be very dangerous to infer some sort of settled future of maritime hegemony.

Influence

"By the second decade of the next century I suspect that the control of sea lines of communication, of the exclusive economic zone, and of regional spheres of influence will again bring sea control into sharp focus.

"One has only to look at the building programmes of nations that in the past seemed uninterested in power projection to see the risks involved.

"The new aircraft carriers, landing ships and long range submarines that will proliferate over the next 15 years provide their owners with options that may seem irresistible. And anyway, they must be acquiring them for some purpose.

"This may not be something that will be local to Europe, but with the growth of new blue water fleets comes a very real need to keep the security of our intricate web of trading routes in mind."

As the oil reserves under the North Sea eventually ran out, this need would be further underlined.

"As a result, we may have to become reliant on newly devel-

oped oil fields eight or nine thousand miles away. . . There is every possibility that exploitation in such areas might even then be politically, economically or strategically contentious.

"The need, therefore, to patrol, police and protect both the rigs and the shipping at that range will be of great importance."

"The second factor is that much of what I have said presupposes free maritime trade. Historically this has been conducted on our behalf in British flagged ships.

"But there has been an inexorable, and in my view potentially very serious, decline in our own merchant fleet.

"With the goodwill of our merchant shipping owners we were able to put together the Falklands Task Force's logistic train. When it came to the Gulf War, however, very few of the ships carrying the enormous weight of stores and equipment needed to support the Army and Air Force flew the Red Duster.

"There was no threat in — or indeed on — the main to the ships. Good profits were available. Demand for merchant shipping was otherwise slack. The war had almost universal political and popular support.

"Can we be assured, however, that these conditions will always prevail? I do not believe that we should take it for granted. . ."

Hostile

The future shape of the Navy would, Admiral Bathurst believed, depend on how successful it was in remaining master of the highly complex area of joint operations.

Its equipment would be built around three core elements for power projection — carrier-based air power, nuclear-powered submarines and amphibious forces.

"The aircraft carrier task groups are . . . able to poise off a potentially hostile coastline without necessarily escalating tension. With a mix of aircraft embarked, carefully tailored to the operational situation, they offer independence and influence in a way that makes them, to my mind, key national assets.

"The Royal Navy's Invincible Class carriers and the new FA2 version of the Sea Harriers together provide a highly effective means of protecting force in the current technological environment.

"The immediate operations in the Adriatic, where the UK Task Group has been led since early 1993 by each of our three carriers, provide excellent evidence of this.

Formidable

"The reports I have been reading of the FA2's performance in the Adriatic are extremely good. I believe that the aircraft, armed with AMRAAM and its new radar suite, probably represents in many ways the most effective fighter in Europe, certainly until the arrival of EF2000.

"I would also point out, for the unconverted, that the FA2 is not just a fighter but also a genuinely multi-rolled aircraft, with a formidable ground and surface attack role as well as a most useful reconnaissance function.

"I welcome too, the arrival of the Merlin helicopter as another major advance in sea-borne aviation. I do so having taken advantage of flying in one of the prototypes recently,



● On the upswing — retiring First Sea Lord Admiral Sir Benjamin Bathurst says farewell to his senior commanders at a dinner in the Trident submarine HMS Victorious. Left to right are: Lt Gen Sir Robert Ross (Commandant General Royal Marines), Vice Admiral John Brigstocke (Flag Officer Surface Flotilla), Admiral Sir Hugo White (C-in-C Fleet), Rear Admiral John Tolhurst (Flag Officer Sea Training), Rear Admiral Roger Lane-Nott (Flag Officer Submarines), Cdre Richard Moore (Commodore Minor War Vessels), Vice Admiral Jonathan Tod (Deputy Commander Fleet), Admiral Bathurst, Rear Admiral Terry Loughran (Flag Officer Naval Aviation) and Cdre David Squire (Commodore Royal Fleet Auxiliary).

some 20 years after writing the original staff requirement as a desk officer here in Whitehall. Things are now running a bit quicker in the operational requirements world. . ."

Turning to submarines and the possibility of acquiring the Tomahawk missile, the Admiral said the capabilities of the weapon were clear.

"It is a precision tool for co-

ercion and deterrence that offers a low risk of collateral damage. . . By being based in a submarine hull that is, for practical purposes, a stealth weapon of low vulnerability, the Tomahawk Land Attack Missile would, in my judgement, offer a new dimension of options to the United Kingdom."

Finally, the amphibious force

— which with all its elements from our joint forces can number nearly 10,000 men — was "approaching the definitive expeditionary force in being".

"This is the first of what will be a series of very positive steps towards supporting what I believe will be a key national resource in the next century and must be followed by the replacements for Fearless and

Intrepid.

"The Royal Navy at the close of the 20th century is justly proud of its worldwide reputation. It is under pressure, but then historically it has often preformed best in such times.

"We have endured considerable challenges to our structure and still feel the pinch — but overall I hope that I leave the Navy on the upswing."

"... with the growth of new blue water fleets comes a very real need to keep the security of our intricate web of trading routes in mind."

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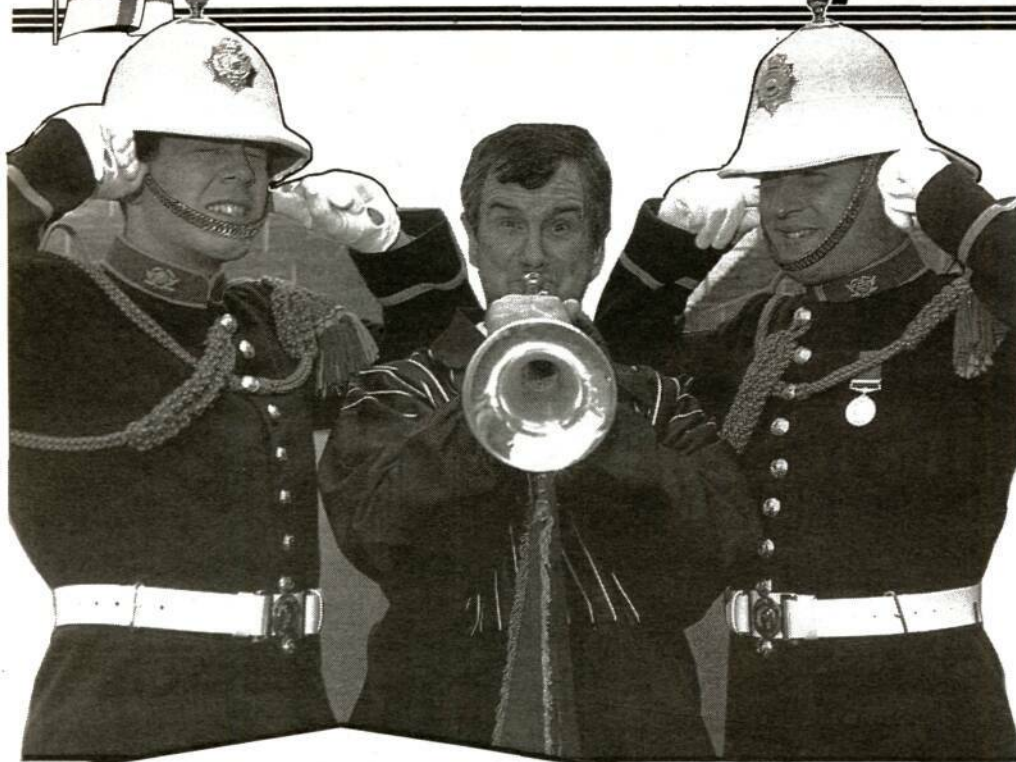
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Heart attack man recovers thanks to POMA's care

POMA Alan Davies was presented with the Sick Berth Petty Officers' Efficiency Medal by Rear Admiral Johnnie Clarke, Flag Officer Training and Recruiting, during ceremonial divisions at HMS Excellent.

Alan was recommended for the award by the CO of HMS Exeter for the skill and dedication he showed a seriously ill patient from HMS Bayleaf.

While the two ships were in the Gulf, the man was diagnosed by Exeter's medical officer as having had a heart attack. Alan Davies cared for him single-handed until the Bayleaf reached harbour and it was thanks to his knowledge and skill that the patient survived.



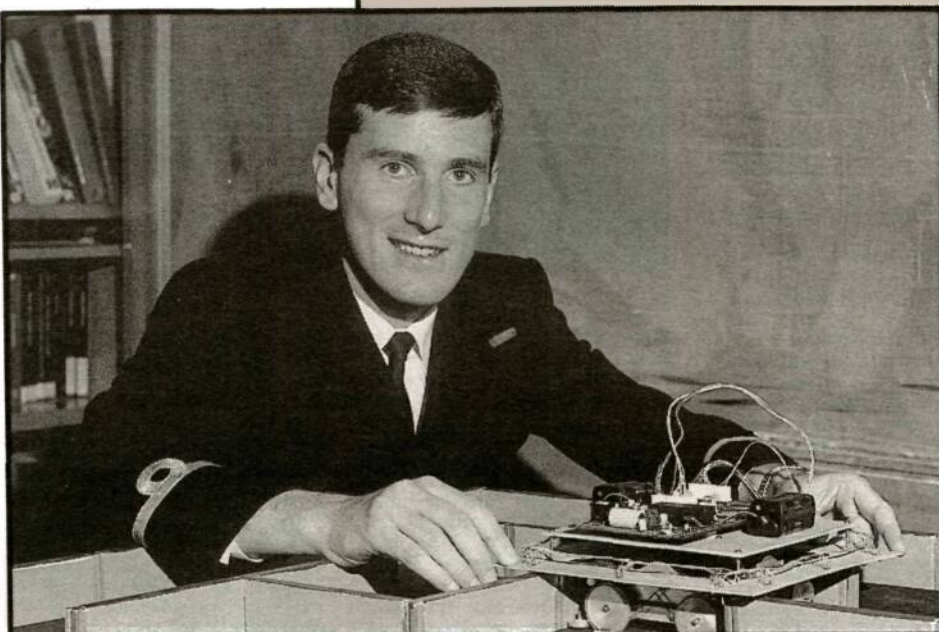
Power to amaze

S/LT Simon Dempsey's third year project at the Royal Naval Engineering College earned him top honours at an Engineers' Papers Evening sponsored by the Institution of Electrical Engineers.

Simon is working on a Micro-mouse as part of an international competition for autonomous, computer-controlled, robot vehicles. These race against each other in a quest to search and find the centre of a two-dimensional maze.

"Thunderer", the Manadon Micro-mouse, negotiates corners in an innovative way — simply by jacking one of two groups of perpendicularly set wheels.

It will race again at the RAC-sponsored British Championship in Birmingham later this month and is expected to achieve a fast time. Simon, meanwhile, will continue his engineer officer training at sea. Manadon is due to close at the end of the summer term.



BLOW IT

MANAGER of Dunfermline Athletic Football Club, Mr Bert Paton, called on Royal Marines musicians Buster Brown and Dave Green to sound the advance before his team's match against Aberdeen.

The buglers were happy to oblige, but their best efforts were not enough and Dunfermline lost 6-2 on aggregate, failing to achieve promotion into the Premier Division.

Matters weren't helped by Bert's own efforts to raise a rallying call. Buster (left) and Dave tried not to believe their ears.

Picture: CPO(PHOT) Nigel Gordon

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PRIZEGIVING AT HMS DRYAD



Prizewinners S/Lt Fraser Richards and S/Lt Paul Jones flank (l-r) Mrs Richards, Vice Admiral Sir Geoffrey Biggs, Lady Biggs and Mrs Jones.

VICE Admiral Sir Geoffrey Biggs, accompanied by his wife, Lady Biggs, congratulated the winners of the two main prizes for work on the Executive Course at HMS Dryad.

S/Lt Fraser Richards (HMS Dolphin) won the Admiral Sir Richard Clayton Memorial Sword, presented on behalf of GEC Marconi Underwater Weapons by divisional managing director Mr Andy Williams.

The sword is awarded to the Special Du-

ties seaman officer achieving the highest aggregate marks at Britannia Royal Naval College, on the SD Greenwich course and on the Executive Course.

S/Lt Paul Jones (HMS Trenchant), best Executive Course student in 1994, was awarded a pair of Carl Zeiss binoculars. The presentation was made by Mr John Cockerill, managing director of Carl Zeiss (Oberkochen) Ltd.

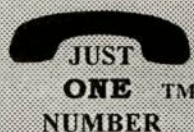
Other prizewinners included Lt Steve Walker (HMS Torbay). As the student achieving best marks overall in navigation at BRNC, at the Fleet Board and on the

Executive Course, he won the Beaufort Warton Testimonial Prize (£150).

Lt Julian Howe (HMS Hurworth) won the Goodenough Prize (£100) as the student with a First-Class Fleet Board pass achieving the highest marks in the warfare examination of the Executive Course.

Finally, Lt Chris Hocking (HMS Atherstone), the student achieving highest aggregate examination marks at BRNC, the Fleet Board and on the Executive Course, was presented with the Ronald Megaw Memorial Prize (£150).

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People in the News



A SWEET RETURN

AFTER a slice of the action it's a slice of the cake for A Flight 810 Naval Air Squadron, home at RN air station Culdrose after a six-month deployment.

Embarked in HMS Cumberland, which has now returned from duties in the Adriatic, the Flight logged 307 hours flying duty in their helicopter "Snorker", assisting Cumberland's ship's company and her Royal Marines detachment in boarding vessels to search for arms.

The work was carried out in support of the United Nations arms embargo against the former Yugoslavia.

Pictured (l-r) are Lt Mike Bullen, Lt Steve Gray, A Flight commander Lt Cdr Ray Snook, Lt Cdr Toby Williamson and Lt Spin Hill.

● Toby has just taken up his next appointment — as Equerry to the Queen. Based at Buckingham Palace, he will attend the Queen on her travels all over the world.



FEATHER IN HIS CAP. . .

AS REPORTED last month, CPO Paul Edis has been named "Brave of the Year" for his outstanding work above and beyond the call of duty on board the Type 22 frigate, HMS Brave. He is seen here in his official portrait by LA(PHOT) Pete James, wearing the ship's headdress and carrying his trophy.

Divers busy down south



Divers S/Lt Sharkey Ward (DIVO) and CPOWEA Dave Faulkner hold the ensign, with (l-r) Lt Cdr Martin Doolan (Ops), LMEM Pip Piper and S/Lt Mark Thrippleton behind.

HMS MARLBOROUGH deployed to the South Atlantic in January for a nine-month tour of duty.

While at anchor in San Carlos Water, her diving team obtained permission to dive on the wreck of HMS Antelope — lost during the Falklands War in 1982 — to replace her White Ensign.

Whilst in the South Atlantic, Marlborough's divers, the only military divers in the area, have been tasked with a variety of jobs, including working with

HMS Leeds Castle and Royal Fleet Auxiliary vessels and recovering equipment for the resident Army unit in the chilly waters of South Georgia.

After a stopover at Montevideo in Uruguay, HMS Marlborough is back on station patrolling the waters around the Falkland Islands. She is due to return to Portsmouth in September.

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Link reinforced

ONE hundred and seventy-five years after Admiral Lord Cochrane founded the Chilean Navy and led it in its "Heroic Struggle" to liberate Chile from Spanish rule, a Chilean officer has again come under the command of a Cochrane.

Lt Luis Sanchez had studied in Britain for a year and passed the International Principal Warfare Officer course before being appointed to the minehunter HMS Brecon for three months of further training.

Having got over his surprise in finding his CO was Lt Cdr The Hon. Michael Cochrane, great, great, great grandson of the 19th century admiral, Luis almost began to feel at home as the Brecon sailed for Arctic Norway, where the scenery is just like Patagonia.

Links between the Royal and Chilean navies are very strong and the First Sea Lord, Admiral Sir Benjamin Bathurst, has recently returned from an official visit to Chile. In turn, HMS Brecon was visited by Admiral Hugo Bruna, the Chilean Naval Attache in London.

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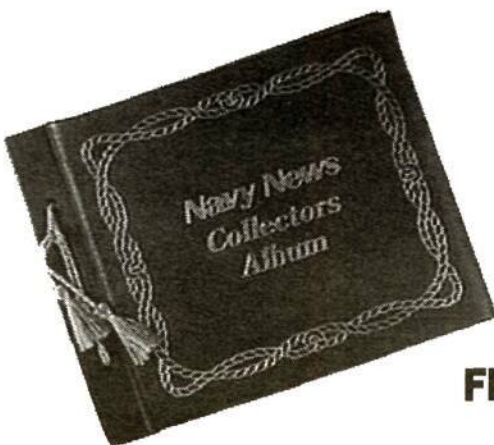
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If you have relevant experience and are interested in exploring the possibility of employment with our Company, please write to Zoë Parton, Serco Operations Limited, Serco House, Hayes Road, Southall, Middlesex UB2 5NJ.

FRA SERCO

A NINE-MONTH voyage to South America and South Africa by a Services sail training yacht, and the scaling of an 8,000m peak in Pakistan are among Joint Services expeditions being prepared for 1995-96.

The 55ft Nicholson cutter Dasher will leave the Joint Services Sail Training Centre at HMS Hornet, Gosport on October 19 to reach South Africa via Brazil, Uruguay and Argentina.

It will be the first visit to Argentina by a Royal Navy based sail training vessel since the Falklands War 13 years ago. It follows participation in last year's Dartmouth Regatta by the Argentinian sail training ship Libertad.

As a vessel owned by the Ministry of Defence, Dasher wears a Blue Ensign defaced by a gold anchor. Her port of call in Argentina will be Buenos Aires and will follow visits to Recife, Rio de Janeiro and Montevideo.

Crew and skipper will change on each of the 13 legs of the expedition, entitled African Lion. The rotation will give up to 156 Service people the opportunity to sail the 12-berth yacht.

All ranks

Men and women of all ranks and from all three Services are eligible to apply for crew positions. Newcomers to sailing are being encouraged to take part, though a number are needed who are qualified to RYA standards of coastal skipper, day skipper and competent crew.

Completed application forms should be sent to Major S.P. Weatherall, Project Officer for Ex African Lion, Room 638A, St Georges Court, 14 New Oxford Street, London (tel. 53526LHQ or 0171 305 3526). Applications should reach him by August 1 and should be accompanied by a cheque for £50 (deposit) payable to Exercise African Lion, and an A4 stamped addressed envelope.

The expedition to climb the 8,000m mountain Gasherbrum

One in north Pakistan will begin in late May next year, involving a main team of 12. They will include Lt Cdr Stevan Kenneth Jackson as deputy leader, Surgeon Lt Cdr Andrew Hughes (doctor) and Royal Marines Corporal J. B. Foden. A junior team of eight will include Mne P. S. Hopper.

DCI JS 47/95
JS Announcement on May19.

Technologist

If samples or marketing material is received by a unit, or an approach is made by a supplier's representatives, details of the contact must be passed to the Army's Petroleum Technologist at the HQ of the Quartermaster General in Andover, Hants.

"In no circumstances are Service or civilian personnel to make any statement which could be interpreted by a supplier as an undertaking that the product will be tested by the MOD."

DCI JS 42/95

HIV test demand for US courses

PERSONNEL attending military training courses in the USA must now undergo an HIV test. The test is included in medical screening which must without exception be carried out before an Invitational Travel Order is issued.

Although compulsory HIV screening is contrary to Government policy, the Ministry of Defence is complying with the US regulations. Personnel selected for US courses who decline to take the test will not be permitted to attend, but will not be directly penalised.

A number of countries have introduced entry restrictions which require all short or long stay visitors to produce certificates stating the bearer to be non HIV-positive.

Government departments may invite their staff required to visit the relevant countries to undergo voluntary testing in Britain, but this would not be practical for large groups such as ship's companies.

DCI Gen 131/95

Equipment exhibition

SIXTY-TWO countries are due to participate in the Royal Navy and British Army Equipment Exhibition (RNBAEE 95) at Pegasus Village, Aldershot from September 3-8.

About 250 firms will take part in the exhibition arranged by the Defence Export Services Organisation. Ships visits at Portsmouth have been arranged for selected visitors.

DCI Gen 150/95



The Duchess of Kent is welcomed on board HMS Beaver by the commanding officer, Cdr Philip Jones. The Duchess, who embarked by helicopter as the ship lay off Portrush, Northern Ireland, laid a wreath from Beaver as part of The Battle of the Atlantic Memorial Week arranged by Londonderry City Council.

YORK REJOINS THE FLEET

HMS YORK passes under the Forth Rail Bridge as her period of trials approached successful completion.

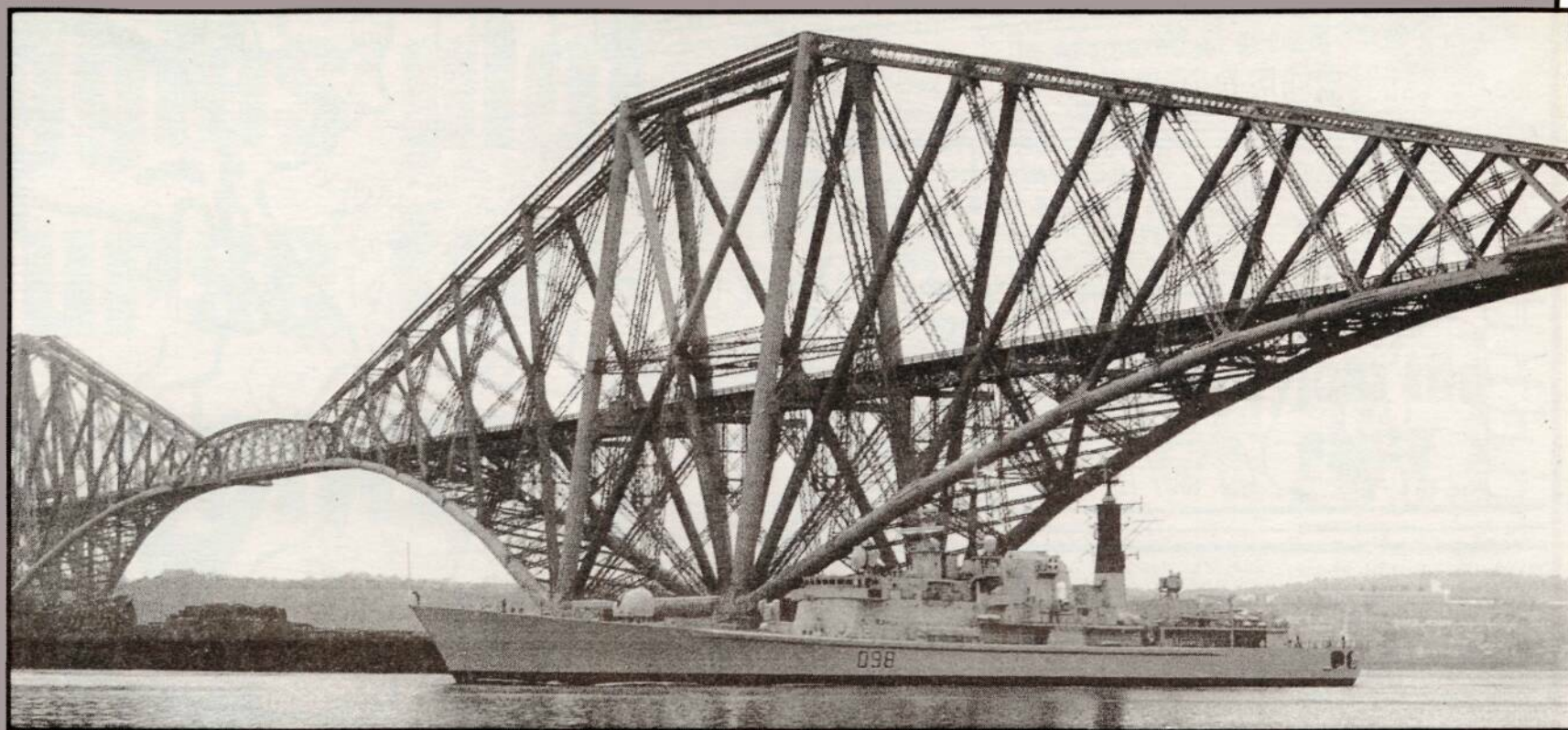
Now through mechanical sea trials and trials of her weapons systems, the Type 42 destroyer was due to be rededicated at Portsmouth shortly after Navy News went to press.

The trials came at the end of a refit by Babcock Rosyth Defence Ltd, operator of Rosyth Royal Dockyard.

Mr Donald Elliott, manager for the HMS York project, said, "Work has gone very smoothly. We have applied revised working practices and a zone management system similar to that used on the York's sister ship, HMS Gloucester."

"This, coupled with the close co-operation between ourselves and the Ministry, has enabled us to reduce the timescale for dock-related activities."

"At the ready for sea inspection the inspecting officer was highly complimentary to BRDL and the ship's company for their combined efforts during the refit".



Canada names mount Nomad

A PREVIOUSLY unnamed peak in the Kananaskis Country area of the Canadian Rocky Mountains has been christened Mount Nomad in honour of a Royal Navy destroyer.

HMS Nomad was lost at the Battle of Jutland in 1916. The peak honouring her and the men who served in her stands south of Mt Jellicoe, named after Admiral Lord Jellicoe, Commander-in-Chief of the Grand Fleet at Jutland.

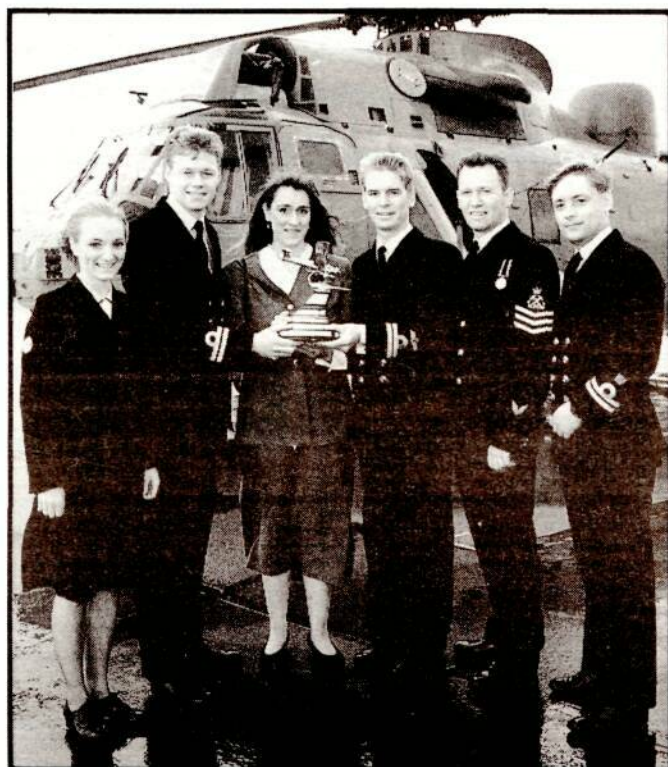
Battleship

To Mt Nomad's immediate east stands the Battleship Range of Mountains, including Mts Indefatigable, Invincible, Warspite and Black Prince, all named in 1922 for Royal Navy warships.

Other peaks in the area include Mt Beatty, named after Admiral Sir David Beatty, and Mts Defender, Fortune, Nestor, Onslow, Shark, Sparrowhawk, Tipperary and Turbulent, named after destroyers.

Mt Nomad was named thanks to an expedition undertaken to mark the 75th anniversary of Jutland. The peak was one of a number climbed by members of the Lake Bonavista Sea Venturer Company.

The expedition party chose the name and it was submitted to the Government of Alberta for approval.



MA(Q) Dorman, Lt Webster, Miss Leslie, Lt Gamble, POACMN Warrington and Lt Barclay. Picture: LA(PHOT) Mark Hipkin

All Boyd up!

A SEARCH and rescue crew from 819 NAS, based at RN air station Prestwick, has been awarded the Boyd Trophy, the Royal Navy's top prize for a single feat of aviation, for the rescue of a critically ill hill walker.

In the face of atrocious weather conditions the team plucked Miss Judith Leslie to safety from a mountainside. Hard on the superb display of airmanship by Lts Jon Webster and Neil Gamble and winemanship by POACMN Phil Warrington, aided by Observer Lt Steve Barclay, came textbook-perfect first aid.

PO Warrington, MA(Q) Jill Dorman and Lt Barclay admin-

istered cardio-pulmonary and mouth-to-mouth resuscitation to keep Judith alive during the 30-minute transfer to hospital in Dundee.

Judith, whose body temperature had dropped to 23 degrees, made a full recovery and attended the presentation of the trophy by Rear Admiral Ian Garnett, then Flag Officer Naval Aviation.

ANGEL ODE AUCTIONED

AS NAVY News went to press a poem by Lord Nelson to Lady Hamilton, his "guardian angel", was due to come under the hammer at Christie's and expected to fetch up to £12,000.

The poem, headed "St George April 2nd 1801 — 9 o'clock at night — Very tired after a hard fought battle", was penned by Nelson just after he had taken leave of Sir Hyde Parker, his commander-in-chief, whom he had joined on his flagship after the action.

Experts think it unlikely the poem was composed there and then, however, but rather adapted from some lines with which Lord Nel-

son was familiar. It is in the style of work by Cornelia Knight, which he had mentioned in a letter to Emma Hamilton.

The Admiral's poem reads:

*From the best cable tho' I'm forced to part
I leave my anchor in my angel's heart
Love like a pilot shall the pledge defend
And for a prong his happiest quiver lend
The guardian angel replies:
Go where you list, each thought of Angel's soul
Shall follow you from Indus to the Pole
East, West, North, South our minds shall never part.
Your angel's loadstone (sic) shall be Nelson's heart.*

LEGION OFFERS FLATLETS

TWO buildings of flatlets owned by the Women's Section of the Royal British Legion are available for rent by ex-Servicewomen or the widows of ex-Servicemen.

Although there is no difficulty finding tenants for Bronwen House in Southport, a growing number of flatlets are vacant at Castle of Mey House in Haslemere, Surrey.

Each self-contained unit there has a small lobby with floor to ceiling cupboards and a

living room with small partitioned kitchen area and shower-room.

There are bathrooms on each floor, plus extra storage space. In addition there is a communal lounge and laundry room, plus a guest room.

The rent includes heating

and hot water; the tenants pay for electricity to power the small cookers and refrigerators provided.

For further details contact the National Secretary, RBL Women's Section, 48 Pall Mall, London SW1Y 5JY. Tel. 0171 973 0633.

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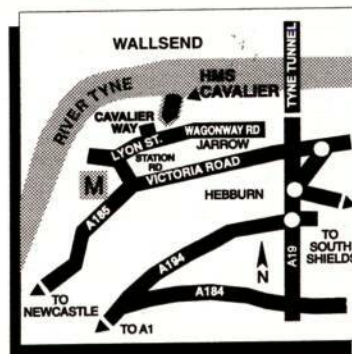


THE LAST SURVIVING WORLD WAR II DESTROYER

HMS Cavalier is the last surviving World War II destroyer and she has a distinguished history of service in the Royal Navy from 1944 to 1971. After being laid up in 1972 the ship was sold to the HMS Cavalier Trust in 1977 and berthed at Southampton where she was opened as a floating museum in 1982. The following year she was moved to Brighton where she remained until 1987 when South Tyneside Council bought HMS Cavalier and brought her to Hebburn.

HMS Cavalier is now drydocked and it is hoped that the whole site will eventually be developed as a major tourist attraction.

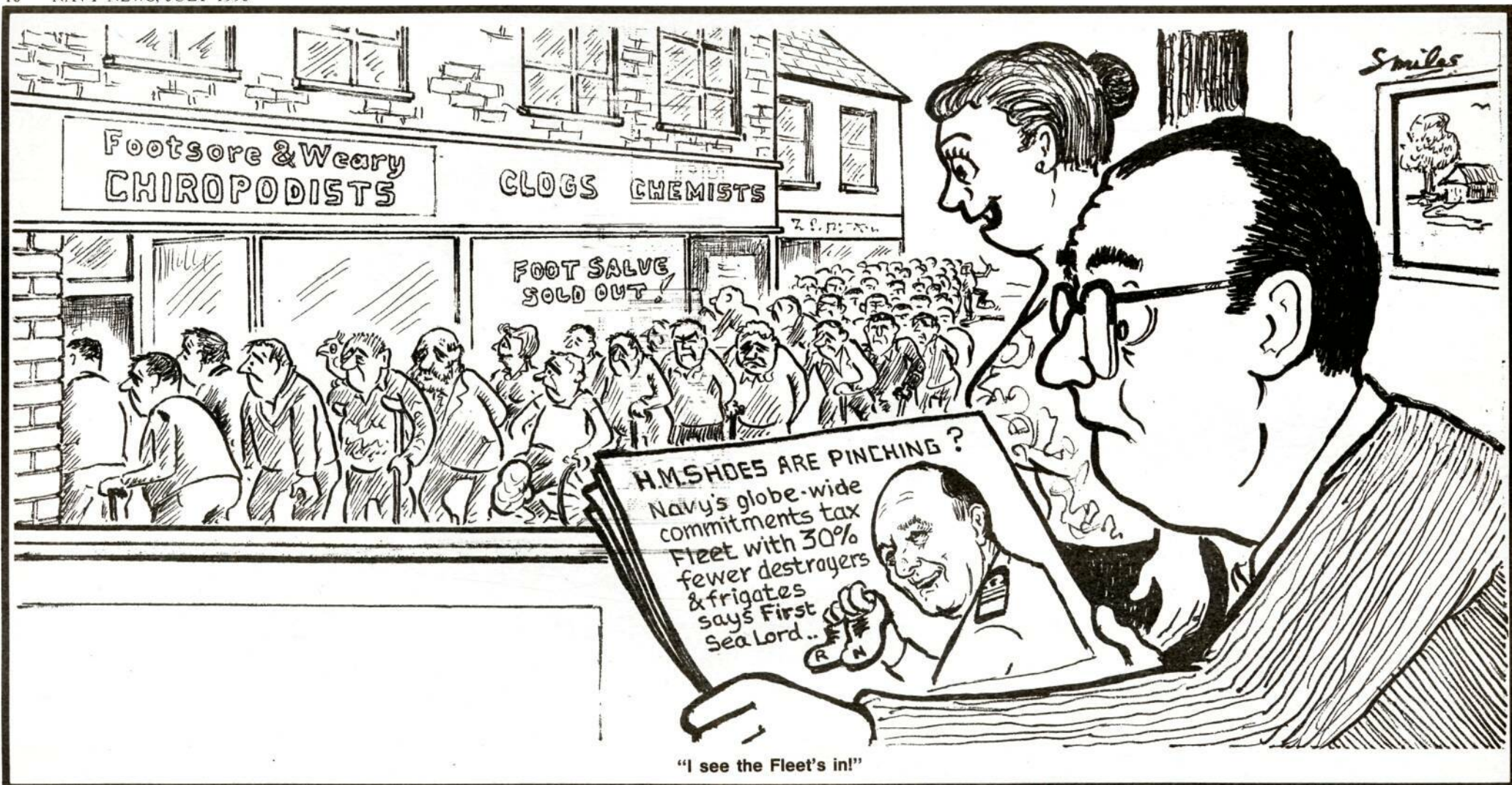
HMS Cavalier is now permanently berthed in a drydock at the former Hawthorn Leslie shipyard in Hebburn on South Tyneside. There are excellent road links into the borough via the main motorway link, the A1(M) and the A19 trunk road. Hebburn is signposted from the A194(M) and from the Tyne Tunnel. Newcastle with its International Airport is only 20 minutes away. The Metro system links all parts of Tyneside and there are regular bus services to Hebburn.



SOUTH TYNESIDE METROPOLITAN BOROUGH COUNCIL

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NEWSVIEW

Solidarity under threat

THE passing of the Soviet threat has inevitably led some to question the necessity of keeping a 'Fleet-in-being' in readiness for a major war that may now never happen.

In fact the past few years have seen a sharpening of the wider range of RN skills that the Gulf War and the continuing nightmare in Bosnia have helped to hone — and like everybody else these days, having to do more with less will remain our lot in life for the foreseeable future, despite the guarded optimism of both the distinguished commentators featured in this edition (the editor of Jane's Fighting Ship and the outgoing First Sea Lord) that we may have "reached a plateau" or even be "on the upswing".

Last month in an episode of the BBC2 revisionist historical series 'Myths and Memories of World War II' Alan Clark argued that if Britain had made peace with Hitler in 1941 we would have in the long run suffered less material damage than we did by prosecuting the war to the bitter end.

It was a seriously flawed argument. General Sir Anthony Farrar-Hockley countered it by pointing out that one of the problems of making such a hypothesis was that it took no account of the general moral consensus of the time.

Even if, as Clark cynically proclaimed, self-interest was all in the government of nations and morality and mutual trust did not enter the equation.

Uncertainty

In which case, Farrar-Hockley observed, if a deal had been struck with the Nazis in 1941 a regime that might soon have had control of the vast material resources of the Soviet Union would not have been one against which the UK could have guaranteed any kind of independence — even as a 'junior partner'.

Myths are more powerful than facts, anyway — and sometimes, in a curious way, more true.

Whatever the 'truth' behind the machinations of our political leaders at the time, what remains undeniably true of the period between 1939 and 1945 is that there was, again in Farrar-Hockley's memory, a solidarity between our Armed Forces and the civilian population that "fell away once the war ended".

This may serve as a warning in today's situation. The editor of Jane's has noted that "as there is no objective way of measuring the cost effectiveness of the military" — which in the Navy's case demands that more people are needed than are necessary just to operate and maintain the ships currently in service — "it is not much questioned as long as civilians feel threatened, and are therefore prepared to pay the premium."

If history teaches us anything, it is that a climate of uncertainty is the most threatening of all — and if you don't pay the premium the insurance policy is revoked.

And you can make do with less, if the will is there — half a century ago the Nazis almost managed it.

'Jane's' treads water in a crowded sea

'Admirals will have to be patient'

"THE FACT is that we are being used at about twice the rate as during the height of the Cold war."

This — from "an unknown sailor of uncertain nationality" — is an exaggeration, says Capt Richard Sharpe in the foreword to the 1995-96 edition of Jane's Fighting Ships.

"Nonetheless, it does reflect one of the apparent anomalies of life after the Soviet threat, as seen from the messdecks of the ships which helped to win that war."

Now that the threat of a major war has receded, Fleets-in-being are out of fashion, he notes. Therefore to justify keeping a ship in service it has to be seen to contribute to today's contingencies.

"This is one reason for the frantic activity that caused the comment by the unknown sailor, that he was being used twice as much, inferring that he was also having to work much harder."

"By commercial standards most navies have a modern working culture which is not efficient in its use of human and financial resources."

"Internally it is easy to rationalise why this is so, with justification based on the requirements for surge capacity, uncertain risk levels, cradle-to-grave training and family separation."

"All of which means far more people are needed than are necessary just to operate and maintain the ships currently in service."

"As there is no objective way of measuring the cost effectiveness of the military, this culture is not much questioned as long as civilians feel threatened, and are therefore prepared to pay the premium."

"The resultant apparent over-manning is a 20th century phenomenon brought about by two world wars, the introduction of high technology equipment and weapon systems which demand extensive shore training, and of course the much starker comparison of standards of living ashore and afloat than existed a century ago."

"In those days, if you were not required at sea, the chances were you were at best on half pay or, more probably, discharged."

"Perhaps the greatest difference between now and then was that if a new ship was needed it could be built in about a year, and manned off the streets."

"These days it takes the ship nearer 10 years from initial design to full operational status, and several more to train people in the effective use of its equipment."

"In spite of this, the absence of an immediate threat has encouraged a planning attitude which is best described as short termism, and has got many of the West's navies by the throat."

"This might not much matter if use of the sea was playing a progressively minor role in worldwide economic well-being. Recent merchant trade tonnages show that, far from being less important, the volume of goods travelling by sea is still increasing."

Proliferation

"If that does not worry western politicians, it ought to."

While the submarine remains the most serious threat, Sharpe warns of the proliferation of surface-to-surface missiles. Air, surface and sub-surface-launched weapons have been joined by a growing number mounted in mobile shore batteries — and coastal defence weapons are listed in Jane's for the first time this year in the introductory headings to relevant navies.

For the warship, even once it had "confused the submarine, out-run its torpedo, seduced the missile and shot down the aircraft", there remained the problem of the mine.

"Mine detection high-frequency active sonars are helping ship avoidance manoeuvres, as are optronic sighting devices in some circumstances, and unmanned undersea vehicles if you can afford them."

"The safest method remains to stay out of mined waters until the mine countermeasures force has declared the area safe."

Damage control was, of course, the final defensive measure after the ship had been hit. Distributive data systems were slowly addressing the vulnerability of the computer-controlled operations

room — but in spite of all the considerable advances in damage control monitoring and equipment over the past 20 years it was inevitable that a few ships would still be sunk whenever they had to go in harm's way. So did navies any longer plan for operational losses?

Sharpe suggests not: "The answer may lie in the number of 'one-off' major units that are a feature of so many medium-sized Fleets. A whole capability may be lost by the sinking of a single ship."

"At the very least, every warship should be built to full military damage control standards, and be given the best available self-defences."

"If you believe that such a self-evident truth does not need to be spelt out, you would be wrong."

Unusually, this year's Jane's foreword parades a succession of "self-evident truths", such as the increasing dependence of various governments on the US to police the world's merchant seaways.

Capacity

As far as the UK is concerned, Sharpe charges that "many of those still trying to drive defence policy towards the creation of some sort of common Euro-Fleet ... are more interested in the hidden agenda of achieving further defence cutbacks than in the realities of effective politico/military command and control."

"There is a world of difference between supporting multinational operations as they occur, and using multilateralism as a creed for determining national force levels."

"Against this background, there are positive indications that the process of reducing the Navy has at least reached a plateau, and that a much needed new construction programme is now in the equipment budget."

Operational deployments, continued to be dominated by commitments to the Adriatic, Gulf,

Falklands, West Indies, Northern Ireland and Fisheries protection. How much spare capacity — if any — this left for new contingencies was not clear, because "unlike the USA, the UK has no declared commitment policy against which to measure available force levels".

As to Russia: "... the problem facing anyone who regularly has to write about this Navy is that whatever its current state, it still has an awe-inspiring potential to get up off the deck and come out fighting again."

Anarchy

And if a majority of Russia's major Fleet units never left the wall these days, her nuclear submarines would remain formidable for the foreseeable future.

"Regardless of where current trends are heading, industrial and military power still reside within the high technology industries of the United States and Europe, even though there is a natural tendency to talk these down while highlighting the potential of the tiger economies of eastern Asia."

"Put another way, China acquiring a 1970s design diesel submarine is big news, Britain building a 1990s nuclear submarine is not."

While making due apology for the fact that his annual report of the world's navies is notably less specific than usual, Sharpe puts this down to having to mark time while awaiting future events, which may take some time to define — and concludes with a decidedly uneasy footnote.

"The dark blue crystal ball shows a crowded sea with a formless anarchy looming over the horizon. In the absence of statesmen, events will drive the agenda; Admirals will have to be patient."

● The 1995-96 edition of Jane's Fighting Ships is published by Jane's Information Group at £185.

Hydrographers celebrate 200 years of service



Droggies plot a course for 21st century

The Hydrographic Office is marking its bicentenary this month. Its contribution to maritime history and safety at sea in the last 200 years is hard to over estimate.

Admiralty charts are renowned for their accuracy and detail and the office is now putting the finishing touches to a computer system that will make Britain the envy of the chart-making world.

Survey ships join the party

EIGHT of the Royal Navy's surveying squadron will be berthed in London's Docklands this month to celebrate the Hydrographic Office's bicentenary.

The ships will be in the West India Dock from July 11 to 17. The highlight will be a reception given by Rear Admiral Nigel Essenhig, Hydrographer of the Navy, attended by the Princess Royal.

Open days

Two of the visiting ships, HMS Hecla and Beagle, will be open to the public from 1400 to 1700 on Saturday July 15 and Sunday July 16.

HM ships Herald, Roebuck and Bulldog will be there, as well as the inshore survey launch HMS Gleaner and merchant ships Marine Explorer and Proud Seahorse.

The ice patrol ship HMS Endurance is in refit and will be leaving for Antarctica later in the year.

Although Endurance will not be at the Docklands event, one of her Lynx helicopters will be embarked in one of the other visiting ships.

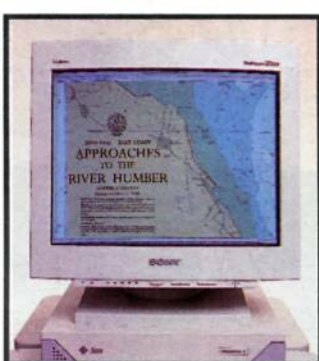
THE GREATEST danger to 18th century seafarers came not from foreign navies but from the chart table.

At the end of the century more ships were lost through navigation errors than through enemy action.

The problem was not a lack of seamanship, but lack of information — charts were often incomplete, or worse still, inaccurate.

The Royal Navy's answer was to bring the publication of all charts under the control of one man, and in 1795 they appointed the first Hydrographer to the Admiralty, Robert Dalrymple.

For 200 years, generations of Britain's finest sailors and chart makers have toiled to make today's Hydrographic



The ARCS systems — eventually all 3,400 Admiralty Charts will be available on just 15 CDs.

Office a world-leader in its field.

The office holds 3,400 charts covering every major port and trading route and they have an

unmatched reputation for reliability.

Two million copies of these are issued every year, and the office publishes hundreds of essential maritime reference books.

The Hydrographers, affectionately known as "doggies", send out 24,500 weekly notices to mariners to help them keep their charts up-to-date.

Danger

Serious risks to shipping, for example a dangerous wreck or the failure of a major navigation buoy, can be broadcast day or night anywhere in north-western Europe.

The Hydrographic Office at Taunton, Somerset, has grown to employ a staff of over 800 and is using state-of-the-art technology to maximise its potential.

New charts are still hand-drawn, but in such a way that they can be easily read by computers and automatically prepared for printing.

The process is six times faster than the traditional method and allows even a complicated chart to be produced in two months.

21st century

The course of hydrography in the 21st century is already being plotted in Taunton.

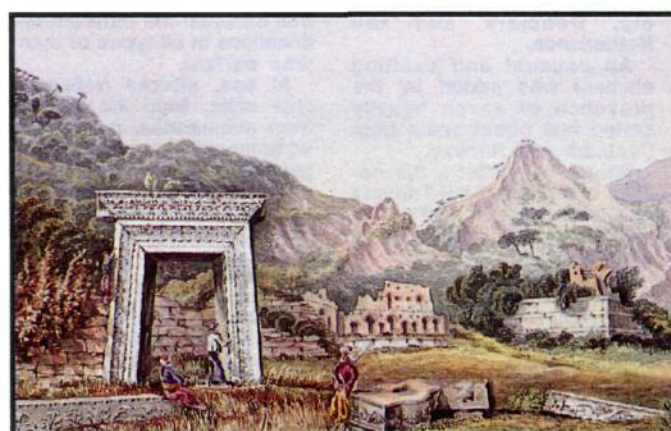
The droggies are now working on a system that will allow mariners to hold the world in their hands.

The Admiralty Raster Chart Service (ARCS) will eventually enable them to offer the entire stock of Admiralty Charts on just 15 compact disks, allowing navigators to plot their position electronically. "Raster" is a method of displaying complex information on a screen.

Amending the same volume of paper charts would be a huge task, but once they are held on CD the latest information on obstructions, sea depths, rocks and tides can be updated quickly and easily.

The weekly notices to mari-

Left: Conception Bay, Canada, charted by explorer Capt James Cook in 1762.



Ruins near the Gulf of Kos by Capt Thomas Saumarez Brock, 1834. Brock is one of the most famous of maritime artists who painted harbour scenes and coastlines to pass onto other captains as a guide to navigation.

ners will also be available on CDs enabling the work to be done in a tiny fraction of the time.

The accuracy of today's charts is a great achievement but the beauty and intricacy of their 17th to 19th century counterparts is unlikely to be surpassed.

The Hydrographic Office is the guardian of a host of national treasures — such as original charts drawn up by great explorers and seamen like James Cook and William Bligh.

Before photography, maritime artists would be employed in ships to paint harbour scenes and coastlines to help future navigators to identify them.

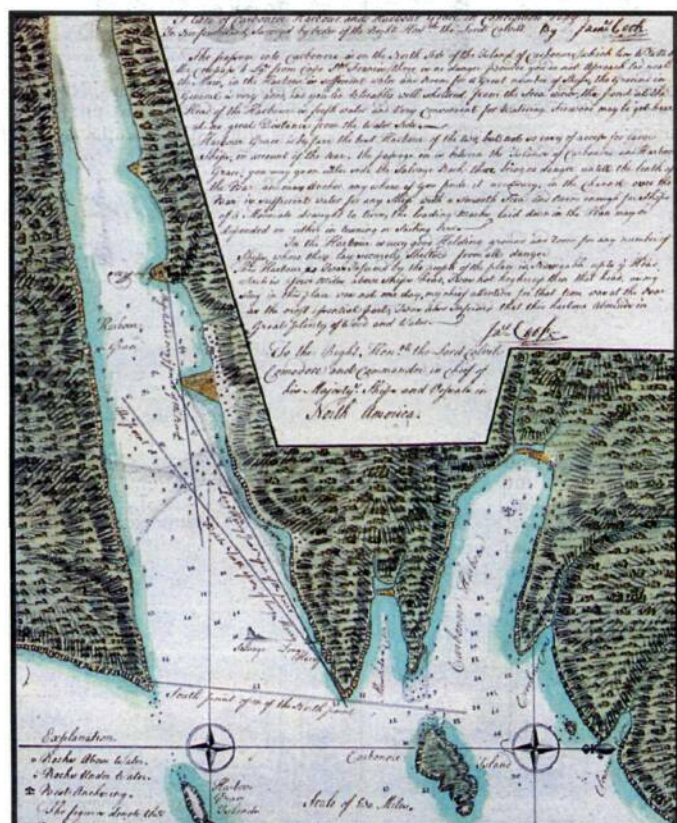
Many of these men were great artists in their own right and the Hydrographic Office holds examples from the most famous, such as Capt Thomas Saumarez Brock.

Exhibitions

Their work is on display at two exhibitions with examples of the full range of hydrographic work right up to the present day.

□ The RN Museum, Portsmouth July 1 to August 31
□ Exeter Maritime Museum, until the end of September.

You can also see some of the finest examples of navigational art at Stansell Gallery, Taunton, from August 7 to 12.



A million miles on the clock

OCEAN survey vessel HMS Hecla clocked up her millionth nautical mile in the Red Sea after her latest survey.

On the way home she also became the first RN ship to visit the port of Massawa, Eritrea, in ten years.



DUXFORD

Europe's top aviation Museum has vacancies for:-

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to increase its capacity for conserving and restoring its outstanding collection of static aircraft exhibits. We are looking for applicants with experience of aircraft maintenance and engineering practices. Previous involvement in conservation or restoration would be an advantage.

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Basic monthly salary is £875.75 and the annual leave allowance will be 22 days plus 10½ days Public and Privilege holidays. These positions are not pensionable.

For further details and an application form please write to Mrs Lorraine White, Imperial War Museum, Duxford Airfield, Cambridge CB2 4QR.

Closing date for the return of completed application forms is 31 July 1995.

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Forty warships, four submarines and over 100 aircraft from nine NATO nations exercised off the coasts of Scotland last month in Joint Maritime Course 952 — the biggest of its kind for many years.

Royal Navy ships taking part were the assault ship HMS Fearless (the flagship of the Commodore Amphibious Warfare, Cdre Paul Canter), the destroyer HMS Gloucester, frigates HMS Brave, Brazen and Brilliant, mine countermeasures vessels HMS Berkeley, Brocklesby, Chiddingfold, Ledbury, Middleton and Sandown, survey vessel HMS Beagle and RFAs Argus, Fort Victoria, Orangeleaf, Sir Geraint and Sir Tristram.

They were joined by frigates from the United States,

Norway, Germany, France, Italy, Denmark and the Netherlands.

An unusual and exciting element was added by the presence of seven heavily armed fast patrol boats from Denmark and Norway.

Below the surface, the nuclear submarine HMS Triumph and two Norwegian and a German submarine played their part.

The JMC is held three times a year to provide training in a multi-threat environment for NATO navies and air forces.

Over a two-week period the course grows in intensity, the second week involving a good deal of free-play exercising

and opportunities for inter-action between the different nationalities in all types of maritime warfare.

At sea, attacks from surface units, from the air and from submarines, co-ordinated bombardment of shore targets and high seas missile firings all combined on this occasion to provide first class training and experience for all taking part.

At every fourth JMC an amphibious element is included. This time Exercise Tartan Venture brought the Royal Marines Logistic Regiment into play with an amphibious assault landing involving HMS Fearless and her landing craft, RFAs Sir Geraint and Sir Tristram and Chinook, Sea King and Gazelle helicopters.

Once ashore on the beaches of Loch Ewe on Scotland's western coast, the Regiment moved across country to the Inverness, Cromarty and Moray Firth areas, practising re-supply of combat units with stores and equipment ranging from ration packs to bulk fuel supplies.

Here was shown the versatility of the Dismountable Rack Offloading Pallet System (DROPS), a containerised re-supply system which was used to good effect in the Gulf War.

Realistic

Medical facilities were also realistically tested, with gruesomely realistic 'casualties' played by members of 40 Commando RM being treated in tented hospitals on the beach before being evacuated to the ships out at sea.

Witnessing all the actions at Loch Ewe was a party of VVIPs — the Heads of the European Navies, popularly known as the HENS party — hosted by the First Sea Lord, Admiral Sir Benjamin Bathurst.

After watching a sail-past and fly-past of many of the participating units, they moved ashore to see the amphibious landings and sample the latest "cook-in-a-bag" compo rations for lunch on the beach.

● On the way back to Portsmouth at the end of the exercise HMS Fearless ship's company gathered on the flight deck to commemorate the 13th anniversary of the deaths of six of their predecessors when the landing craft F4 was attacked by Argentine aircraft.

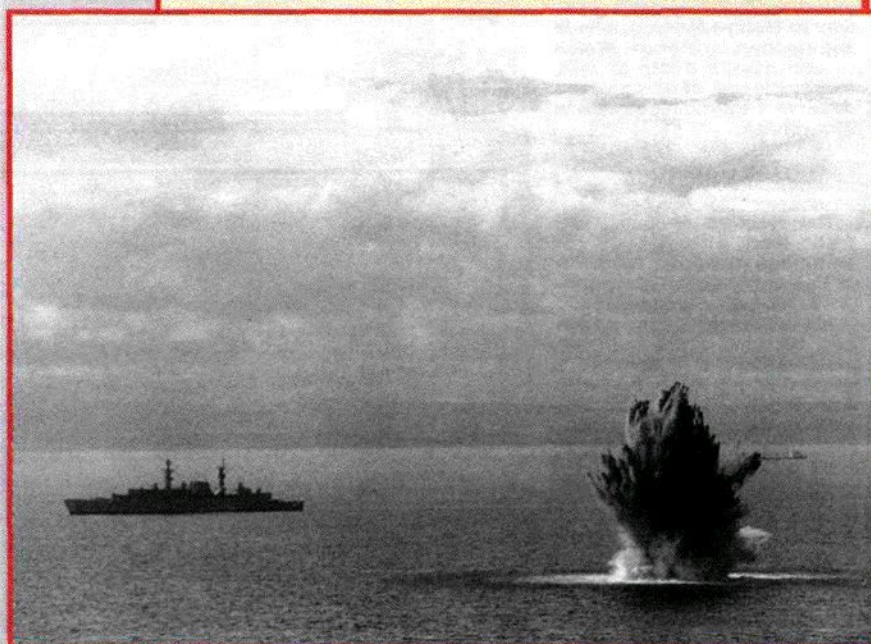
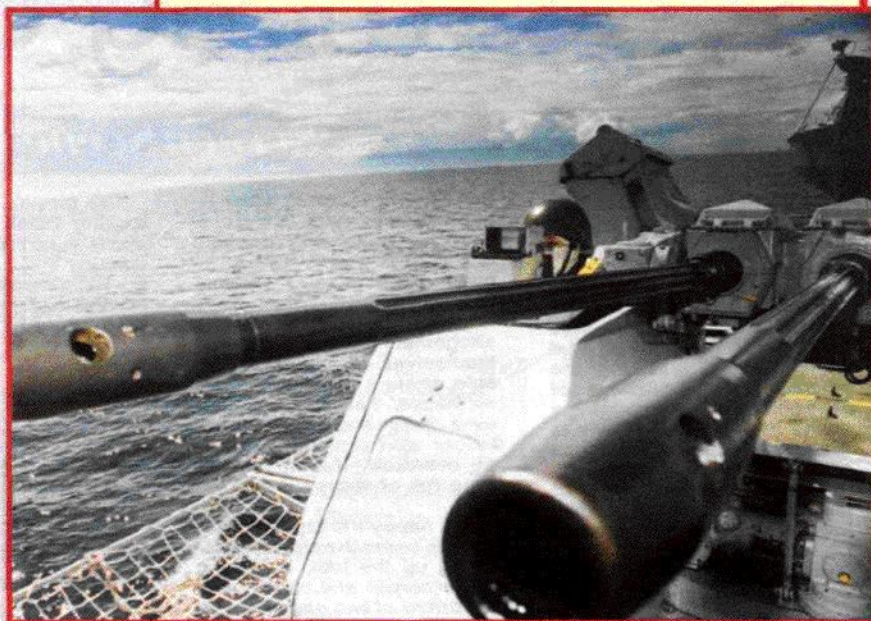
Since then the ship's fourth Landing Craft Utility has been known as FJ, after F4's Coxswain, CSgt Brian Johnston QGM.

The landing craft of HMS Fearless — she will now spend the rest of the year in maintenance — were used to ferry over 600 families and friends out to her for a Families Fun Day off Spithead.

Com



proportions for HENS party



Pictures (clockwise from top left):

● Stores and supplies come ashore at Aultbea, Loch Ewe.

● Led out by HMS Brazen, JMC ships depart from Rosyth on the first day of the exercise. Front ships are the frigates USS Aubrey Fitch (foreground) and USS Clarke, with HMS Brilliant, HMS Fearless, HMS Ledbury and fast patrol boats of the Danish and Norwegian Navies. Inset: HMS Triumph.

● HMS Brazen's 30mm BMARC guns await incoming air raids.

● Starting with a bang — mine detonation in the Firth of Forth as the ships depart, HMS Brazen in the background.

● Heads of European Navies watch from the forecandle of HMS Fearless as the minehunter HMS Sandown passes down Loch Ewe.

● — and come ashore to visit the 'casualties'.

● A Landing Craft Utility from HMS Fearless pulls away as ammunition vehicles of the UK/Netherlands Amphibious Force prepare to land by mexeflote.

● Inspecting the 'casualties'.

● Anglo-American line-up — HMS Gloucester leads HMS Brazen, USS Aubrey Fitch and USS Clarke.



Redeeming qualities

A COUPLE of cautionary tales this month, to help keep us all on the straight and narrow. The main thing one takes away from *The Shawshank Redemption* is a firm resolve never ever to land in prison.

The film is based on a Stephen King tale but the horrors this time are from the real world: the hopelessness, the injustices and brutalities of life behind bars. An obligatory scene in any prison movie is the one where the hero sees off a bunch of sexual predators with a demonstration of his martial arts skill. Doesn't happen like that here, though. Oh horrible, most horrible.

The use of movie posters on the cell wall neatly indicates the passing of the years, as Rita Hayworth gives way to Marilyn Monroe, who is superseded by Raquel Welch — and there's a cap to that, too, disclosure of which would deserve a six-month stretch in Shawshank.

Sadistic

Tim Robbins is a sympathetic lead, even though his sufferings make the torments of Tantalus seem a mere pinprick. Morgan Freeman is his usual tower strength as an old con: his final scene with the parole board is a beautifully written and played moment. And Clancy Brown, volcanically erupting rage and venom, is everyone's worst nightmare as a sadistic guard.

Defining "entertainment" is a tricky business, but if it's a matter of living vicariously through exciting and unexpected adventures which end reasonably happily, then *Shawshank* is indeed a highly entertaining movie.

The drama in *Shallow Grave* is altogether more muted and

Screen Scene

British — or rather Scottish — but it all boils down to a sternly moral imperative: Honesty is the best policy. The three main characters — yuppies we would have called them five years ago — who seem altogether too pleased with themselves to be very likeable, share a rambling Victorian house. For financial reasons they acquire a fourth lodger who promptly dies of an overdose, leaving a suitcase full of money under the bed.

The happy trio rapidly disintegrate under the strains of dividing up the loot, disposing of the corpse and coping with the arrival of two gangsters on the trail of their ill-gotten gains.

The movie, shot in sedate-looking Edinburgh, is not so much a comedy-thriller as a comedy that turns into a thriller. The director shows off an occasionally bizarre visual flair, e.g. a murder shot from inside a cash dispenser.

Complexion

The *Nightmare on Elm Street* series ran to six episodes plus a TV show, and it might have been thought that everything had now been said

concerning horror icon Freddie Kruger, he of the burglar's striped jersey, battered trilby and bananas-and-custard complexion. But no, he's back again in Wes Craven's *New Nightmare*.

It would take a philosophy major to disentangle the ins and outs of its narrative, in which actors from the earlier *Elm Street* offerings seem to play themselves, except they're also figments of the writer's imagination, and... oh, shucks! The good news is that the invention and scariness, long lost under the welter of sequels, are at least partly rediscovered here.

Bob Baker

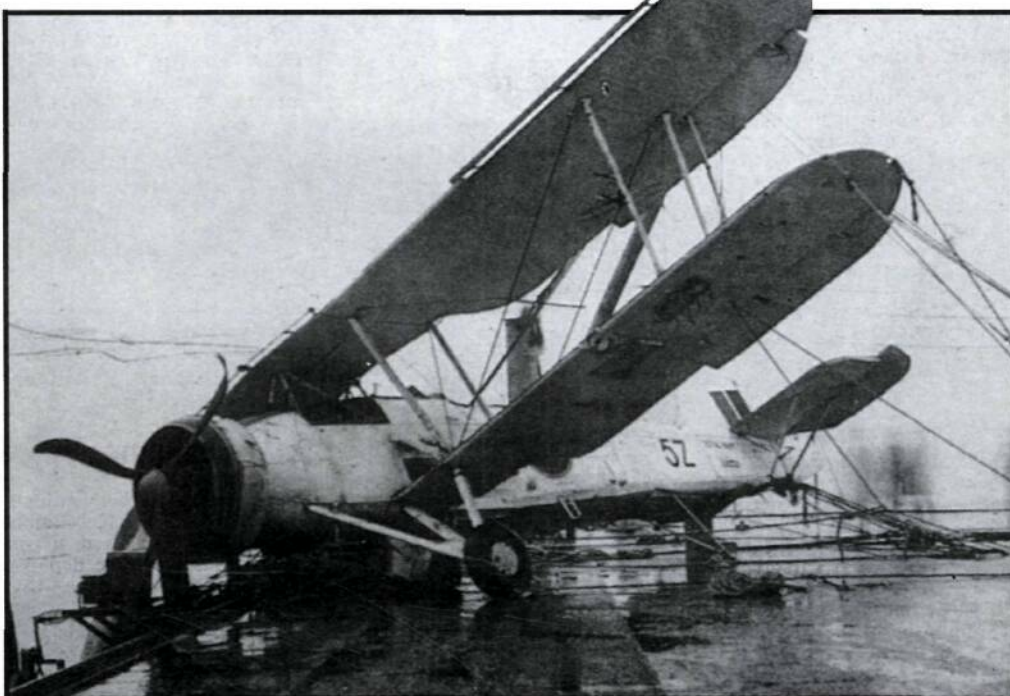
Flatmates Christopher Eccleston, Kerry Fox and Ewan McGregor gloat over their loot in *Shallow Grave*, but the champagne soon turns sour.



At Your Leisure



Bird's eye view of HMS Nairana — a "Stringbag" approaches the round-down, angled so that the engine cowling doesn't obstruct the pilot's view.



HOOKED ON SWORDFISH

TWO NEW memoirs published this summer help fill in a number of gaps in the history of naval aviation — and pay particular tribute to the extraordinary resilience of the Fairey Swordfish.

There are regimental histories galore, but very few Squadron histories — and fewer still of Fleet Air Arm Squadrons.

The New Zealander E.E. Barringer commanded 835 Sqn from February to August 1944. Flying mainly from the carrier Nairana, 835 spent much of the war defending Atlantic and Russian convoys. Approaching an ice-covered deck in total darkness in a Force 9 cannot be called a pleasant experience.

Not surprisingly, *Alone on a Wide, Wide Sea*, (Leo Cooper £18.95) details dozens of hair-raising deck landings and carries a fine selection of photographs of spectacular smashes into same.

Fragility

Given the apparent fragility of the lumbering and by World War II standards already hopelessly antiquated-looking "Stringbag", its success stories recounted here are all the more remarkable.

S/Lt Johnny Cridland remembers: "I was within a few feet of the flight deck, and with perhaps a second of being given the signal to cut, when the carrier dipped suddenly into an extra-deep trough and corkscrewed away from me.

"One moment I was poised over the round-down. Next I was heading straight for the bridge.

Wingtip

"I rammed the throttle full open, banked violently to starboard, and the bridge flashed by within inches of my wingtip. Indeed I was so close that my wing caught the radio and D/F aerials slung between the masts. "No other aircraft could have survived and stayed airborne. But in spite of my damaged wing I was able to keep the faithful old Swordfish under control and go round again and make a normal landing.

"I think the only people NOT impressed were the Chief Petty Officer (Signals) and his ratings who had to re-rig the aerials in a howling 45-knot gale, lashed by sheets of spray." The Swordfish's finest hour came, of course, at Taranto. John Wellham took part in the second strike from HMS *Illustrious*. Braving a barrage of AA fire he flew his badly damaged aircraft into the harbour, fired his torpedo at the battleship *Vittorio Veneto* — and somehow got back alive.

With Naval Wings, (Spellmount £16.95) he titles his story — those of the Swordfish

must have been drawn with the aid of the sailor's guardian angel.

"The lift dropped to hangar level and we were rapidly pushed into the brilliant lights. I was absolutely astonished at the scene. The hangar was full of Swordfish!

"I had expected that we would have been one of the few to survive. Pulling off my helmet, I heard cries from the fitters and riggers: 'Fookenhell, mate; look at 'im!' 'Look at that ruddy wing!' 'See them bleedin' ailerons!'

Smashed

"I followed their eyes: the rod connecting the ailerons on the port upper and lower wings was smashed with the jagged ends grinding together, resulting in one aileron being slightly up and the other slightly down — not surprising that I had suffered a loss of lateral control: the port, lower main plane had a hole about a yard long by half a yard wide.

"How on earth could any aircraft fly in that state? I did not think that anything but a Swordfish could have done it. At that point I would have happily subscribed towards a statue to the designer. . ."

— JFA

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Evolution of terrible enforcers of world peace

PETER Padfield is one of our most distinguished naval historians. He made his name with works on gunnery, essentially the prerogative of the battleship that dominated naval thinking well beyond the period when other advances in warfare at sea — notably in aviation and submarines — had shown that their era was past.

Lately he has turned his attention to the latter — first with a highly acclaimed biography of Dönitz, in which he explored the myth of an admiral devoid of the taint of Nazism who should never have been arraigned at Nuremberg, as several of his Allied counterparts argued at the time — and now with **War Beneath the Sea** (John Murray £25), which claims to be the first book to cover all the major submarine campaigns of World War II.

First of all he cites Dönitz "for his clear focus on the tonnage war, iron determination and inspiring leadership, until towards the end he was betrayed by these very strengths and led to betray his beloved U-boat men by sending them to die in obsolescent machines."

In the end, too, Dönitz was viciously intolerant of those he termed "intellectual weaklings" — notably in his casual refusal to consider commutation of the death sentence awarded to Oskar Kusch, commander of U-154, whose "lack of aggression" and whose order to remove the statutory portrait of the Führer ("There will be no idolatry here!") condemned him in the eyes of his ardently Nazi first lieutenant.

Refusal

The other commander Padfield singles out for special mention was of a quite different stamp. "Shrimp" Simpson of the "Fighting 10th" Flotilla at Malta was likewise characterised by a "refusal to give in" — but he could pass over a request by one of his ablest COs (Tomkinson of the Urge) to be

counted out a particularly chancy operation, in the knowledge that he would have been the first to volunteer had he been feeling well and rested: "Obviously he was tired and on the edge and he had the guts to say so."

Subordinates

It is hard to imagine Dönitz — who was anyway used only to hearing what his subordinates felt he wanted to hear — reacting in the same way.

Dönitz's paranoia notwithstanding, there is no doubt that his inspired leadership produced a fighting arm of naval service that has had no equal in either morale or in sacrifice.

Three-quarters of all his U-boat men perished — while Simpson's own much smaller force at Malta suffered a casualty rate almost equally high, its effort in starving the supply lines to Rommel's Afrika Korps subsequently receiving less attention than it deserved in writing "a famous chapter in the twilight story or swan song of the former grand mistress of the seas".

The record of the submarine

forces of World War II is hardly spotless — but the author sets it straight by showing that occasional atrocities were committed by both sides.

The incident in which Anthony Miers of HMS Torbay ordered the shooting of survivors of a caïque destroyed off Crete in July 1941 — he received a strong letter from the Admiralty instructing him not to repeat the practice — is well known.

Miers was a choleric character and although there were mitigating circumstances (after the vessel had announced its surrender Torbay's boarding party twice came under fire from its occupants) Padfield observed that it would be impossible to imagine Wanklyn or Tomkinson, Simpson's leading "aces", shooting men in the water in cold blood.

Legitimate

Yet Miers saw his victims as legitimate targets — combatants who, if allowed to survive, would soon be deployed again against his own countrymen.

Dudley Morton of the USS Wahoo — one of the US Navy's own top aces, revered in that service as highly as Wanklyn is in ours — was similarly motivated when he massacred the survivors of the Japanese troop carrier Bujo Maru.

"No doubt, too, he had heard of the cruelties suffered by Allied survivors at Japanese hands. He had an 'overwhelming, biological hatred of the enemy', one of his officers wrote later, and like Miers his blood ran high in action. ... Again like Miers, he made no attempt in his subsequent report to hide the massacre."

Sacrifice

Morton and the Wahoo eventually paid the supreme sacrifice — as did Wanklyn and Upholder, and Tomkinson and Urge.

The savagery of submarine warfare was generally impersonal — the natural precursor of the push-button technology that informs today's long-range missile engagements, fought over computer screens by sailors who never need sight the



Karl Dönitz was a submarine force commander who stood out "above the rest". Here he presents Herbert Schultze of U-48 with the Knight's Cross, after he became the first U-boat ace to sink over 100,000 tons.

enemy at all, not even a hazy view of the target through a periscope.

Padfield concludes his admirably readable survey of an emergent technology — which, had it been properly addressed in the still problematic field of torpedoes, scandalously deficient in the US Navy, might have achieved much earlier success for submarines in the Pacific and made the use of the atomic bombs unnecessary — on an upbeat note:

"In September 1945, a month after the end of the Pacific war, Admiral Nimitz said at a press conference, 'Battleships are the ships of yesterday, aircraft carriers are the ships of today, but submarines are going to be the ships of tomorrow.'"

Domination

"At the time it was a remarkable prediction. But it is doubtful even Nimitz foresaw the total domination that would be exercised by the nuclear-powered submarine that emerged ten years later.

"This was the first true submarine, as opposed to the submarine warships that fought in both World Wars: armed with nuclear weapons, it rules not merely the oceans of the world, but the world itself, and makes international conflict of the type described in this book unthinkable and indeed impossible."

If this is the ultimate legacy of an arm of the naval service once characterised by the Admiralty as "damned un-English" and "underhand" then it is one of which it can be truly proud.

In fact, given the essentially "stealth" nature of its opera-

tion, it has conducted itself with remarkable chivalry, as Padfield also demonstrates — not least by the U-boat men, even after Dönitz's stark order to "rescue no-one and take no-one with you. Have no care for the ship's boats. ... The enemy started the war in order to destroy us, therefore nothing else matters. ..."

Comradeship

To their eternal credit, many of his COs continued to show their victims the "comradeship of the sea" — even if they thereby put themselves at risk by tarrying too long at the scene of their triumphs.

Worry over the presence of U-boats, real or imagined, often dictated RN ships' commanders' decisions to leave survivors — friend and foe —

behind.

That consideration certainly informed HMS Dorsetshire's abandonment of some of the few who managed to escape the inferno of the Bismarck (see page 7) — and the agony of many similar judgments was memorably conveyed in the film of Nicholas Monsarrat's "The Cruel Sea".

But in recent years the awesome, unpredictable enforcement power of the submarine has shown itself to be truly more of a life-saver than of a destroyer.

HMS Conqueror's destruction of the Belgrano in the Falklands War effectively bottled up the rest of the Argentine surface fleet for the duration — and thus probably saved more lives on both sides than it cost.

—JFA



Another outstanding commander — "Shrimp" Simpson, indomitable chief of the "Fighting Tenth" Flotilla, which operated out of Malta.



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Calling Old Shipmates

HMS Lord Roberts (D-Day Landings). Mr. J. Laurent, 3 Rue St Andreas Berg, 14800 Touques, France, would be pleased to hear from those who served in the ship during the landings.

S/Lt Richard Kendall: If anyone knows the whereabouts of Sub-Lieut Kendall, who won the Distinguished Service Cross for an attack on the German battleship, 'Tirpitz', please contact Mr. Keith Robinson, Mere house, The Street, Betchworth RH7DJ (tel 01737-843094).

J5N and MV Ovula (1942-1944): Mr. J. Pegler, 102 Oxalls Way, Glos GL2 9JW, wants to hear from DEMS ratings who, on May 19, 1942 sailed from Liverpool in the troopship Mouton Bay, and from those who served in the Dutch tanker Ovula (Feb 1943 - Feb 1944), especially ABs Jim Fisher, Ted Whalley, Les Heap, Bob Stringer, Joe Morris, Ken Harrington, George Nicholson, Ken Phillips and Freddie Fletcher.

HMS Vanquisher (1942-45): Mr. Stanley Armstrong, ex-AB, 11 Nettiehill, Ballymacash, Lisburn, Co Antrim, N.Ireland BT28 3HA wants to hear from Alan Ridley of Newcastle, Ron Carroll of Bristol, Roy Bentley, ex-England footballer and other old shipmates.

HMS Salisbury (1974-78): Mr. G. Fritz Lindhorst, 9 Conway Close, March, Cambs PE15 9SU (Tel 01354-51571), wants to get in touch with former members of the ship's company with view a reunion.

HMS Llandaff and HMS Vernon (1959): Mr. W. Russell, 3 Snowdrop Walk, Stockton Avenue, Fleet, Hants GU13 8ST (tel 01252-627393), CPO TAS1 in the Llandaff and first president of the new Mess at Vernon, would be pleased to hear from old shipmates.

MTE Rosyth (Caledonia, Drake Div, 1940-41): Mr. J.V. Parsons, 11 Elm Green, Hailsham, E. Sussex BN27 1TD (tel 01323-440900) seeks news of old shipmates.

City of Glasgow RNS Branch. Anyone interested in forming such a branch is asked to contact D.J.M. Simpson, secretary of Rosyth and West Fife Branch RNA, 13 Forthview Rd, Blackhall, Edinburgh EH4 2DR (tel 0131 332 2871).

HMS Condor 1959. Jinny Carr, The Haggin Stables, Ampleforth, York YO6 4DA (tel 01439 788243) seeks ex-Wren Air Mechanic Helen Moss, who also served with her in HMS Seahawk. Reunion for FAA Wrens who joined in 1959 planned at York, Oct 7.

HMS Parrett (River Class Frigate) Hong Kong 1945. Jack Dusty would like to hear from all old shipmates. 17 Great Central Ave, South Ruislip, Middlesex HA4 6TT. Tel 0181 845 5434

Shipmate KC Hayden of Whangarei, New Zealand, sends greetings to shipmates of LST 1021 and HMS Crispian, whom he would like to hear from, especially his going ashore oppo Ron Hartley of Norris Green, Liverpool.

Reg Hanford would like to contact shipmates from HMS Empress of India and Improbable 1927-28, HMS Hood 1928, Tiger 1929, Rodney 1933, Hermes 1939, Palamares 1943-44 and HMS Cardiff 1944-46. 118A Station Rd, Llanbaff North, Cardiff, S.Wales.

313 King's Squad RM (Deal 1938-39): Mr S G Cooke of 3 The Florins, Waterlooville, Hants PO7 5RJ, Tel 01705 263441 is anxious to hear from the following ex-members: Patridge, Thomas, Jacobs, Wellard, Melton, Boon, Young, Lee, Adams, Oakes, O'Brien, Harding, Radford, Hemsley, Conning and Weir.

Lt Cdr Falwasser and the Naval detachment who flew from Mingladon to Moulmein to activate minesweepers in the port: members of 45 Indian Beach Group would like to hear from you. Contact E J W George, 6 Daneshay, Northam, North Devon, EX39 1DG. Tel Bideford 474160.

HM ships Ganges, Mohawk and Charybdis (1970-77) Stu Fleming would like to hear from old shipmates. 180 Lower Fairmead Rd, Yeovil, Somerset BA21 5SS. Tel 01935 26137.

HMS Genista (Flower class corvette) Don MacIver would like to know if anybody has a print of the ship's company photograph taken in Durban in 1945. Write to 2 Datchet Garth, Tilbury Rd, Boothferry estate, Hull, HU4 7EP.

HMS Newcastle (Cruiser) All Far East Commissions 1952-58 who are interested in a reunion in 1996 should contact Bill Thompson, Hill Crest, Mickle Hill, Blackhall Rocks, Hartlepool, TS27 4FD. Tel 0191 586 3068.

HMS Cavalier 1944-72. Mr Sid Anning would like to get in touch with former shipmates. The association already has 400 members. Tel 01752 768201.

HMS Morcombe Bay, Far East Station (1949-56): Geoff Harrison of 18 Tamella Rd, Botley, Hants, SO30 2NY. Tel 01489 787111, would like to hear from shipmates interested in a reunion.

HMS Birmingham, Dido or Z class destroyers who attended the Danish liberation parade on May 8 please contact ex-LSig Doug Hayes (HMS Zephyr 1945) with a view to exchanging photographs. 35 Eastwood Rise, Leigh-on-Sea, Essex SSG 5BS. Tel Southend 522708.

John Morgan (HMS Vernon 1964) and later CPO on the staff of Flag Officer Plymouth in the early 1980s: Mr RN McMorran of 36 Mansfield Court, Bathgate, West Lothian EH48 4HE Tel 01506 656550 would like to hear from you, and from any of his shipmates from 1956-74 in Victorious, Bulwark, Ajax, Troubridge, Lowestoft, Berwick, Keppel, Vernon, Neptune and Chatham.

HMS Glowworm: A survivor would like to hear from any other survivors. Please write c/o Ms Ann Packwood, 9 Inskip, Birch Green, Skelmersdale, Lancs WN8 6JT. Tel: 01695 724942.

HMS St George 1944-45 and HMS Triumph 1946-48. Don Freeman of 67 Okura River Rd, R.D.2, Albany, New Zealand, would like to contact any Exmouth 144 boys or any of the electrical party on HMS Triumph's first commission.

539 Royal Marine Flotilla members who served aboard LSI Empire Spearhead and LSI Empire Halberd on D Day and served in the South Pacific during WWII please phone DTW Howard on 01727 867243 if you would like to meet in Portsmouth for the VJ celebrations.

Reunions

JULY

Devonport Field Gun Association reunion July 8, 1000hrs HMS Drake. Details: Derek Pearce. Tel. 01752 366778.

AUGUST

HMS Tremadoc Bay second reunion Aug 4/5 at Worcester. Details: O.J. Barton, 2 Albert Rd, Worcester WR5 1EB. All welcome.

HMS Vengeance reunion, Aug 12, Novotel, Nottingham. Details: D Lewis, 122 Mill Lane, Portslade, Sussex, BN41 2FH. Tel. 01273 881330.

HMS Wave fourth reunion Aug 17/18, The Claremont Hotel, 324 Hagley Rd, Edgbaston, Birmingham. Details: Tommy Dootson, 3 Bealey Ave, Radcliffe, Manchester. Tel. 0161 794 8857.

SEPTEMBER

HMS Daedalus grand reunion Sept 1 celebrating 50th anniversaries of VE and VJ Day and the achievements of naval aviation. HRH the Duke of York will be guest of honour. Tickets £25 from the Fleet Air Arm Officers' Association, 94 Piccadilly, London W1V 0BP. Tel. 0171 499 0360.

T1 (S) (1942-45) Association Sept 6 at Carlisle. Details: Vic Simmons, 11 Bisleigh Close, Worcester Park, Surrey KT4 8PN. Tel. 0181 337 5760.

HMS London (1941-45) reunion Sept 8. In London. Reply by 8th July enclosing s.a.e. to Lt Cdr G Bruty, 2 Caradon Court, Hawkins Close, Derriford, Plymouth PL6 6LL. Tel. 01752 791064.

HMS Diana fourth reunion 8/9/10 Sept at The Claremont Hotel, Hagley rd, Birmingham. All welcome. Details: Brian Snow Tel. 0160 486 4205 or Mike Lyons Tel. 0150 264 9882.

HMS Columbine (K94) reunion Sept 9 at the North Euston Hotel, Fleetwood. Details: Jim Heys, 3 Water Lane, Edenfield, Lancs BL0 0LU.

North Eastern School of Wireless Telegraphy reunion Sept 9 at Ashfield House, Weston Lane, Otley, West Yorkshire. Any former trainee, radio officer or RN wireless telegraphist of 1940-46 (or later Bridlington) are welcome. Details: Cyril Layden, 55 Cross Green, Otley, West Yorkshire LS21 1HE. Tel. 01943 850613.

HMS Sikh reunion Sept 14 at Portsmouth Sailors Home Club. Details: W Wright, 45 Herrick Close, Southampton SO19 6NF. Tel. 01703 404710.

HMS Caledonia 1937-39 Boy's Seamen & Communicators dinner Sept 16 at Morecambe, Lancs. Anyone wishing to join the association or make bookings should contact Jim Duckworth, 87 The Hove, Mursdshaw, Runcorn WA7 6EE. Tel. 01928 718109.

HMS Antrim AGM Sept 17 in Weymouth. Details: Mel Camp Tel. 0121 553 1504 or Jim McKee on 01305 778410.

Cutters Association reunion Sept 20 at The Bull Hotel, Peterborough, from noon. Crew members from HM ships Banff, Cul-

ver, Fishguard, Gorleston, Hartland, Landguard, Lulworth, Sennen, Totland and Walney are invited. Details: Sid Simkin, 67 Orchard Way, Wymondham, Norfolk, NR18 0NY.

HMS Tanatside reunion Sept 22 to 25 at the Bristol Marriot Hotel. New members welcome and wives welcome. Details: Jim Woolley Tel. 01565 651058 or Bill Tuck on 01323 845156.

HMS Comus Comrades reunion Sept 22 at Portsmouth RNA Club, Lake Rd. Sept 23 Buffet Dance at the Petty Officers Mess, HMS Nelson, Portsmouth. Details: please send SAE to Robin Kane, 3 Shoebridge Avenue, Eastburn, Kighley, Yorkshire, enclosing s.a.e. or tel: 01302 708135.

HMS Nubian 1964-66 reunion Sept 23 at the Province of Natal Hotel, Weymouth at 1930 hrs. Details: Jim Rotherham Tel 01246 433 923 or Tommy Breaks on 01734 345771.

HMS Hesperus 1940-45 reunion Sept 30 at the Manor Hotel, Yeovil. Details: C A Bungy Edwards, 69 Oak Grove Place, East Hunsbury, Northampton NN4 0SB. Tel. 01604 763273.

River Class Association tenth reunion Sept 30 at the RNA Club, Riverside, Adelaide Rd, Royal Leamington Spa, at noon. Details: Peter Horrell, Spridleston Lodge, Wembury Rd, Plymouth PL9 0DQ.

OCTOBER

RN Patrol Service 20th reunion from Oct 2 to 7 at Lowestoft. Details: John Dunn, 12 Grampian Way, Oulton Broad, Suffolk NR32 3EW. Tel: 0171 703 7215.

Over to You

HMS Martin: Mrs. G. Tyler, 8 Hunter's Close, Aldwick Bay, Bognor Regis, West Sussex, PO21 4HR (tel 01243-267629), would be grateful to see any photograph of Cdr C. R. G. Thompson RN, who was lost when the Martin was sunk off Algiers on Nov 10, 1942. Any photographs would be returned.

HMS Beryl (1941-43): Mr. Albert R. Sanders, 34 Vandyke, Gt Hollands, Bracknell, Berks, RG12 8UP, would like to hear from anyone who knew his uncle, ex-CPO John Frederick Earnest Tubbs, who served in HM trawler Beryl during the siege of Malta.

William Bond Cowell (1914-1919): Mrs. E. McDonald, 143A Newton St, Milom, Cumbria, LA18 4DT (tel 01229-773530), would welcome news from anyone who may have known her late father, or who may have a photograph of him. He served in minesweepers during World War I and his family had a trawler business in Fleetwood.

HMS Naiaid (1940-42): Mr. H. Ring, 25 Thors Oak, Stanford-le-Hope, Essex, SS17 7BU (tel 01375-678086), wants to trace the relatives of ex-Ldg Stoker Ginger Davies, to tell them about his heroism. He joined the Navy at Chatham in May 1934.

Naval Party 850P (1943): Mr. F. Cook, 87 Heddingham Road, Hornchurch, Essex, RM11 3HQ, would like to hear from anyone who knew his father, ex-CPO Tel F. J. Cook, to find out what he was doing during the Sicily/Italy landings in 1943.

Football supporters: Mr. D. A. Brimmon (ex-RAF Sgt), 29 Chaulden Terrace, Hemel Hempstead, Herts, HP1 2AN, is researching a book on the lighter side of the terraces and would like to hear from football supporters, male or female, willing to complete questionnaires on the game.

HMS Hunter (1944): Mr. Ralph Banks, La Pinconnerie, 86260 Angles Sur L'Anglin, Vienne, France, wants to trace former FAA pilot, S/Lt (A) Gwyndaf Emus Thomas RNVR who was shot down over Provence, August 24, 1944, and subsequently helped by the French Resistance enabling him to rejoin the Hunter, Sept 3, 1944.

mv Breconshire (March 25-27, 1942): Mr. Ron Blackhouse, Stockhill Fold, Bradford, BD10 9AY (tel 01274-614142), seeks information about the last days of the ship commanded by Capt Hutchinson RN, Marsaxlokk, Malta and her involvement with RAF marine craft. He would also like to know about Kalafrans (1916-1918) and after the RAF left in 1946 when the FAA (RNAMY) took over.

Photo appeal. L. E. S. Oxford, 29 Medina Ave, Newport, Isle of Wight seeks photographs of Churchill visiting HMS Ramillies in Iceland in 1941 and Earl Mountbatten visiting HMS Birmingham in Madras in 1947.

Malta runs ashore. Stories, recollections, names of bars, etc. sought by Bill Campbell, 45 Findon Gdns, Belfast BT9 6QL.

U-boat victims. Information on British and most foreign ships sunk by U-boats 1939-45 offered by Roy Beveridge, 61 Parkside St, Rosyth, Fife KY11 2LP (send s.a.e.).

Cap tallies. Ken Holder, 19 Pilley Cresc, Cheltenham GL53 9ES (tel: 01242 628078) seeks tallies from HMS Braganza, Salsette II, Keppel, Edinburgh, and a small, teak barrel from HMS Sirdar (and/or knowledge of same).

Mr G. H. Cooke, formerly of HMS Protec (1939), HMS Ajax (1941), who returned to Worksp, Notts in 1946, is sought by Bessie Buddo of 10 New St, Stockbridge, Hants SO20 6HG, who was staying with his parents when war broke out.

Tallies plea. Ex-CPO Caterer Clive Morris is seeking cap tallies to decorate his bar, The Jolly Sailor Pub, 18146 Sherman Way, Reseda, California 91335, USA. He will refund costs and asks ex-RN visiting to contact him at his bar.

HMS Lt Issey 1940. S. J. Cant on 01245 562764, wishes to contact ERA J. W. Thomas RNR (or family) for historical reasons.

MMS 1019 and YMS 350 (USN). Ex-Sig Patrick Griffiths, 46 Chilton Drive, Stony Creek, Ontario L8J 1M2, Canada (tel: and fax: 905 561 4761) seeks info on these minesweepers sunk on July 2, 1944 off Cherbourg.

Cross Modulator Steering Instructor. Ex-FCPO Chris Jones, 60C Hulbert Rd, Bedhampton, Havant, PO9 3TG, is seeking info about the instructor invented by Lt Ralph Leslie Cross who served 1914-22. Last known whereabouts of one of the trainers was at the School of Seamanship, Auckland, NZ in 1984.

Boy seamen who trained at HMS Ganges, St Vincent, St George, Bruce Impregnable, Caledonia, Wildfire, are asked to contact Tom Robson, 23 Avon Court, Newton Aycliffe, Co Durham DL5 7LR, who is researching for a book.

South African Naval Diving from 1939. Mrs Kathy Stiger (wife of Cdr H. B. Stiger SAN), 14 Cruywagen Rd, Froggy Pond, 7955 Simon's Town, Republic of South Africa, seeks info.

4th Submarine Squadron (Australia) reunion Oct 7 to be held within the main Submarine Old Comrades reunion at HMS Dolphin. See notice board on arrival. Details: D Summer, 1 Newgate St, Bingham, Nottingham NG13 8FD. Tel. 01949 837062.

RBA 93 — all Regulators, third reunion at Whaley Club, HMS Excellence, Oct 7 (week-end of entertainment.) Details: Tony Haddleigh Tel. 01705 738902.

RN Writers Association 108th annual reunion dinner at the Sailors Home Club, Queen St, Portsmouth on Oct 13. Guest of honour will be Rear Admiral N J Wilkinson, JSDC Greenwich. Details: J A Stych, 74 Broadlands Drive, Alverstoke Gosport PO12 2TJ. Tel. (home) 01705 589742 or Victory Building ext 27520.

DESA 20th annual convention Oct 10 to 14 in Louisville, Kentucky, USA. All RN destroyer-escort sailors are invited to join the association and attend. Details: John Cosgrove, 926 National Press Building, Washington DC 20045, USA.

HMS Triumph (light fleet carrier 1946-65) first reunion Oct 20 to Oct 22 Charnwood Hotel, Skegness, £34 for the weekend. Details: E Buckner, Tel. 01228 514570.

RN Shipwright Artificers Association grand dinner dance at The Royal Sailors Home Club, Portsmouth on Oct 20. Tickets £18.50, names asap to Len Radice, 1 Farthingdale Terrace, Peacock Lane, Portsmouth PO1 2TL (tel: 01705 752211). Also one-off grand reunion at the Club on Oct 19, 1996 preceded by dinner dance on Oct 18, 1996. Details: Larry Gorsuch on 01705 737107 or Jim Loveridge on 01703 848042. Names asap.

HMS Moorsom (K567) and Cranstoun (K511), 17th Escort Group proposed reunion Oct or Nov in Blackpool. Anyone interested should contact John Wickens, Tel. 01442 251231 (Herts) or Harry Rawson Tel. 01460 234583 (Somerset).

RN on Brownsea Island 1939-45. John Barker, 2E Branksome Wood Rd, Bournemouth BH6 2BY is seeking info on behalf of the National Trust.

HMS Eagle 1952-72. Author Neil McCart, 17 Wymans Lane, Swindon Village, Cheltenham, Glos GL51 9QA, would appreciate any memories and the loan of photos and/or commissioning books.

TASI Association tie and blazer sought for ex-TASI now in Tasmania. Contact J. C. Collier, 82 Marine Cresc, Worthing BN12 4JH (tel: 01903 504754).

Photos available of MLs 1221, 1368, 1234, 1282, 1070, 1031, 105 and 106. Contact V. Getgood, 28 Sunnymead, West Green, Crawley, Sussex RH11 7DX.

HMS Azalea 1944. John Putley, 6 Peacock Lane, Ruslip, Cinderford, Glos L14 3EU, is researching the sinking of USN's LST 501 and 531 off Slatton Sands April 26-27, 1944 and would like to hear from anyone in Azalea at the time or who remembers the incident.

Tel. Maurice Henry Steel served 1911-45. His grandson, M. A. Glynn, 23 Craig Was, Lutterston, Dyfed SA62 5SQ (tel: 01348 840956) seeks info from shipmates about his career.

Far East Prisoners of War: The Birmingham Association is holding a service of remembrance for VJ day. The service will be held in St Martin's in-the-Bull Ring, Birmingham, at 1830 on August 20. All members of the Royal and Merchant Navy are welcome.

HMS Vanquisher bell is being sought by Alf Wood, management committee member, TS Vanquisher (Nuneaton SCC unit), 21 Caldwell Caravan Site, Bradestone Rd, Nuneaton, Warwick CV11 4QT. The ship was broken up in 1948.

The LST and Landing Craft Association needs help to name the landing craft in which the following RN personnel were killed during the D-Day landings: Lt Cdr Douglas Dawson RNVR, S/Lt Anthony Bassett RNVR, OS John Bray, AB Cyril Chailis, TEL John Harrison, Wireman Ernest Seagar. Also, anyone who knows the circumstances surrounding the death of Robert Gordie Harrison who was in ICT A 2191. Contact John Murphy, 47 Valley Drive, Kingsbury, London NW9 9NJ. Tel: 0181 204 9557.

HMS Glenearm carried Royal Marine landing craft for Normandy landings. One of these craft carried a base drum from the village of Cromarty. It is believed to have been carried as far as Tahiti during Far East landings. The drum is back in Cromarty's Courthouse Museum. If you have more details please contact: Ken Scott, Garden Cottage, Inshes, by Inverness, Scotland. Tel: 01463 232261

HMA Hereward (1941). Mrs E. Williams, 2 Hillbury Park Estate, Alderholt, Fordingbridge, Hants SP6 3BW. Tel. 01425 654555 seeks information from survivors of Hereward who may have known her father CPO Jack Reed who was lost when the ship was sunk off Crete in 1941.

HMS Clio of the North Wales, Chester and Border Counties Training Ship Society. Anyone with details about the ship, or about George Henry Lock born 1890, contact: Dorothy Squires, 6 Hyde Close, Sway, Lymington, Hants SO41 6AJ.

HM submarine L26. Murray Sherwin, 39 Dexter St, St Catherine's, Ontario L2S 2L8, Canada, is seeking surviving crew members of the L26 which suffered a battery explosion in St Margaret's Bay, Nova Scotia in Feb 1944. Mr Sherwin is a former member of the ship's company of HMCS Port Colborne which assisted. He is preparing a history of the ship for Port Colborne museum.

Peter (Jumbo) Johnson, ex-boy of Sheepchatch School who joined the RN in 1951, is sought by his old schoolfriend John Clark, Sheepchatch Reunion Association, 57 Fortescue Lane, Rugeley WS15 2AD (tel: 01889 578496).

Tel. Robert Antony Ford was lost at sea on May 13, 1940 in HMS Valentine. His sister, Mrs Joan Cuddon-Large, 13 Little Larchmont, Saffron Walden, Essex, would like to hear from anyone who knew him.

HM submarine L26. Murray Sherwin, 39 Dexter St, St Catherine's, Ontario L2S 2L8, Canada, is seeking surviving crew members of the L26 which suffered a battery explosion in St Margaret's Bay, Nova Scotia in Feb 1944. Mr Sherwin is a former member of the ship's company of HMCS Port Colborne which assisted. He is preparing a history of the ship for Port Colborne museum.

1. Allied air and naval bombardment of Balikpapan prior to landing by 7th Australian Division. HMA ships Arunta, Hobart, Shropshire, Kanimbla, Manoora and Westralia.

17. First combined attack on the Japanese mainland by the British Pacific Fleet and US battleships. HM ships King George V, Formidable, Black Prince, Newfoundland and five destroyers.

23. FAA aircraft from HMS Formidable attacked targets in the Inland Sea.

25. HM submarine Stubbhorn sank Japanese patrol boat East of Surabaya, Java.

26. HM minesweeper Vestal sunk by Kamikazi attack off Phuket Island, Siam.

28. FAA aircraft attack targets in the Inland Sea.

29. HMS King George V escorted by Undine, Ulysses and Urania shelled targets on South Honshu. This was the last occasion that a British battleship used her guns in action against enemy targets.

31. Midget submarines — X Craft — launched from HM submarines Spark and Stygian sank the Japanese heavy cruiser Takao in the Singapore Straits. Lt Fraser and LS Magennis awarded the VC. Two other X Craft cut the telegraph cables between Singapore, Saigon and Hong Kong.



FRIDAY THE FIRST OF SEPTEMBER 1995 AT HMS DAEDALUS

A GRAND FLEET AIR ARM REUNION

Are you serving in the Fleet Air Arm, retired from the service, or have you been associated in any way with naval aviation. If so, you and your family are eligible to attend the Grand Air Arm Reunion taking place at HMS Daedalus on Friday, 1 September 1995.

This prestigious all ranks event is being organised by the Fleet Air Arm Officers Association to commemorate the 50th anniversary of VE and VJ days. In addition, the occasion will also pay tribute to the achievements of the Royal Navy in military aviation from the early beginnings during World War One, right up to the present day.

A reception and luncheon will be followed by a presentation featuring a "Review of Naval Aviation". There will be live interviews with some of the naval aviators and others 'who were there'. Many distinguished guests will be attending. Aircraft of the Royal Navy Historic Flight and other vintage aircraft will be on view together with the band of the Royal Marines who will be 'Beating Retreat'. It promises to be a splendid occasion and a wonderful opportunity to meet friends and shipmates.

Tickets, £25.00 per person, can be obtained by writing to The Fleet Air Arm Officers Association, 94, Piccadilly, London, W1V 0BP. Please mark the envelope 'Reunion' and ensure you give the name of each person attending.

WE VERY MUCH HOPE TO SEE YOU THERE

MONMOUTH MEMORIAL PLANNED

THAT NO memorial exists to the predecessor of the present HMS Monmouth and to the 690 men who went down with the ship, is an omission Monmouth branch is determined to put right.

Today's Duke-class frigate has inherited a wealth of battle honours and may truly take pride in the achievements of those ships of the name which went before her.

The armoured cruiser Monmouth was built at the turn of the century. She was lost off Coronel, Chile, on November 1, 1914, when in company with HMS Good Hope and the light cruiser HMS Glasgow, she encountered a more powerful

German cruiser squadron.

Both Monmouth and Good Hope were badly damaged by enemy gunfire and subsequently sank. Monmouth took enemy fire to the bitter end and went down with colours flying.

Despite the gallantry displayed by the Royal Navy ships, this was a defeat, and no battle honour was awarded.

But on confirming — as far

as could be established — that no memorial exists to honour the men lost in the Monmouth, Commodore Tobin Elliott, president of Monmouth branch, and shipmates decided to put matters right.

In October a memorial will be erected and dedicated to the men of the fifth HMS Monmouth in St Mary's Church, Monmouth — a town maintaining strong ties with the present ship of the name. It will take the form of a screen door in oak.

To accomplish this the branch has to raise £11,000 and would welcome donations. They should be sent to The Secretary, RNA, 2 Monkswell Close, Monmouth, Gwent NP5 3PH. Cheques should be made payable to the Monmouth Appeal.

tish Legion. The service, conducted by the Rev. John Applin, evoked many memories for Seaman Jefferies' widow, who was left with two babies to bring up. It was her first visit to Chatham.

No. 4 Area

New standard bearer of No. 4 Area is Shipmate Graham Evans of Dartmouth — who was chosen at the Area reunion at Barton Hall. His deputy is last year's winner, Shipmate Ray Pearcey.

Guest of honour was the new General Secretary, Capt Robert McQueen RN (retd), and his wife.

The Jacqui Ward memorial trophy went to Shipmate Jane Barraclough for her tireless work for the association. Shipmate Charles H. Thompson, Area chairman received a pace stick to mark his installation as national ceremonial officer.

Ferndown

The branch has a healthy balance sheet, members were told at their annual general meeting. The following shipmates were elected officers: Mick Arnold (chairman), Terry Ware (vice-chairman), Joan Davidson (secretary) and John Dunphy (treasurer). Regret was expressed that president, Shipmate Harry Cash, intends to retire once a successor is found.

Geoff's Victory

A SCALE model of HMS Victory which took Shipmate Geoff Allen seven years to build, will be one of the star attractions at a VJ Day exhibition of model warships on board HMS Plymouth at Birkenhead on August 26-28.

The exhibition, promoted by Shipmate Jan Thomas, public relations officer of No. 10 Area, hopes to raise funds for the Warship Preservation Trust and project the image of the RNA.

Shipmate Thomas wants to borrow other small model warships which he will display in their own "theatre of war", for example, HM ships Exeter, Ajax and Achilles vs the German battleship Graf Spee in the Battle of the River Plate.

Anyone wishing to lend an exhibit should contact Shipmate Thomas, 3 Freshfield Ave, Atherton, Gtr Manchester M46 9PJ (01942 876583).

Warwick

Survivors of the wartime HMS Warwick and their wives on a visit to the ship's adopted town were entertained by shipmates of Warwick branch. A social evening was held in the RNA Club, Royal Leamington Spa, the Mayor gave a reception in their honour and there was a good turn out for a service of remembrance in the chapel of St James, Lord Leicester Hospital, at which standards of Warwick and Wadbridge were paraded.

Battersea

Members and friends of the branch raised £2,200 to help

Branch News

the grandson of a branch member suffering from cerebral palsy to visit Hungary for medical treatment. At the branch annual general meeting Shipmate Ted King was awarded life membership.

Cambridge

To mark the 20th birthday of the branch, shipmates met for a meal in the Blue Lion, Fen Ditton, where the ship's company were entertained with tales of the past by Shipmate Bob Green, the vice president. The branch change of address should be noted. Members now meet on Monday evenings in the Joint Ex-Services Club, Barnwell Drive, Cambridge.

Kendal

Shipmates turned out in strength for a group photograph, a framed copy of which Shipmate Somerton took to Australia for presentation to ex-Kendal Shipmate Ted Windsor. The photo will go on display beside a Kendal RNA pennant in the Alpinga Returned Servicemen's League club near Adelaide.

Chatham

The memory of LS D. Jefferies, lost on April 29, 1945, was honoured on the 50th anniversary of his death, at a remembrance service. It was attended by his widow, and members of the branch and the Royal Bri-



IN BRIEF

TWO former Wren cooks, Betty Churchman (nee Musgrave) and Hazel Parsons (nee Bowyer) were reunited after 50 years at their local Caerphilly branch. Both served from 1942 to 1945 in HMS Turtle.

"BREWING for Victory" is the name of the book written by the branch president of Barnes, Mortlake and Richmond, Lt Cdr John Young RN (retd). Shipmates attended the launch and at a later party, the author was presented with life membership, marking his service to the branch.

MEMBERS of Thurrock turned out in strength for the presentation of life membership to Shipmates Andrew Finn (president) and Charles Mercer (chairman), both founder members.

LIFE membership certificates were presented by Gloucester branch to Shipmates Fred Hill and Les Smith, in recognition of their work for club and branch.

POOLE branch walking group, now in its third year, boasts 22 members. The original seven founder members, all pensioners are still going strong.

Egg collection is another activity keeping members young at heart. A large number of chocolate eggs collected at the branch's Easter hat parade and dance were passed on to children at Poole General Hospital.

PRIZE PUZZLE

THERE WERE no correct replies received to name, date and place the ship in our Mystery Picture competition No.3. The ship was in fact the cruiser HMS Birmingham off Salonika in 1918.

The £25 prize money will be rolled over, so that £50 is offered for the first correct solution to be drawn for this month's puzzle. Tell us:

1. THE NAME of the ship pictured.
2. WHEN (in what year) the photograph was taken.
3. WHOSE FLAGSHIP was she at the time.

Fill in the coupon below and send it to Mystery Picture, Navy News, HMS Nel-

son, Portsmouth, Hants PO1 3HH.

Coupons giving correct answers to all three questions will go into a prize draw to establish a single winner. Closing date for entries is August 15, 1995.

More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our September edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 5

Name

Address

1. NAME OF THE SHIP?

2. WHEN?

3. WHOSE FLAGSHIP?

THE ROYAL NAVY OF WWII ON VIDEO

New ... D-DAY REFLECTIONS OF OPERATION NEPTUNE ... Part 9
Containing rare footage NEVER before seen of huge numbers of naval craft of every description, this is the only video totally concerned with the role of the RN during this epic period, displayed in startling realism as in 8 other still available episodes, Russian Convoys, Bat of Atlantic, Op Torch and many dramatic events relating to the RN of WWII. Each is 60 mins duration and UK price is £21.90 (inc p&p). Elsewhere add £3.05. For details of these past episodes plus free video & discount offer SAE. This is the ONLY on-going series of OUR war at sea.

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Just my tippie!

OUTGOING General Secretary Capt Jim Rayner RM (Rtd) and his wife Trish, guests of honour at Wigston and District annual dinner, are seen here, with the chairman, Shipmate Mike McIlroy and vice president, Shipmate Henry Hodgkin.

To mark Capt Rayner's retirement, the branch presented the couple with a "tipping stick", two embroidered pictures by Shipmate Jess Clayton, branch treasurer, and a £300 cheque for the Central Charities Fund. During the evening life membership was presented to Shipmate Geoff Smith.

During his visit to Rayleigh branch Capt Rayner was presented with wine glasses, and the General Secretary designate, Capt Bob McQueen, with a tankard. Branch chairman Shipmate Frank Paxton, made the presentations.



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Promotions to Chief

AUTHORITY for promotion of the following ratings to Chief Petty Officer was issued by Captain Naval Drafting in June:

OPERATIONS BRANCH (SEAMAN GROUP)

To **CPO(R)** — D.W. Fairnie (Dryad), S.A. Lewis (Campbelltown), D.N. Houghton (Colingwood), D.P. Wilson (Dryad), N. Young (Dryad).
To **CPO(M)** — P.N. Jones (Nottingham).
To **CPO(S)** — P.T. Bartlett-Horwood (Dryad), N.P. Woods (Birmingham), B.R. Page (Norfolk).
To **CPO(SR)** — I. Horseman (Neptune).

COMMUNICATIONS GROUP REG. AND PT

To **ACCCT(L)** — P.R. Cramoysan (SCU Leydene).
To **CPORS** — M.J. Arnott (Warrior), A.P. Thomas (Nottingham).
To **MAA** — T.C. Sutch (Edinburgh), N.S. Stanley (Ark Royal).

WEAPON ENGINEERING

To **CPOWEM(O)** — W.M. Friskin (Batt-leaxe), C.A. Barrett (Nelson).
To **CPOWEM(R)** — P. Mayo (Invincible), N. Broadbent (Forest Moor).

SUPPLY AND SECRETARIAT

To **CPOCK** — A.R. Phillimore (Nelson).
To **CPOCA** — B. Welsh (Raleigh), A. Greenway (Nottingham).
To **CPOWTR** — J.G. More (Neptune).

SUBMARINE SECTION

To **CPO(TSSM)** — G. Warner (Captain SM2).
To **CPOMEM(M)** — J.R.C. Cherry (Naval Drafting), S.E. Massey (Neptune).
To **CPOSA** — S.R. Saunders (Vigilant — PORT).

FLEET AIR ARM

To **CPOAEM(M)** — K.P. Swann (Osprey), A.S. Powell (Osprey).
To **CPOAEM(WL)** — B.F. Tart (Seahawk).

NON-SEAGOING BRANCHES

To **CPO(FS)** — T.F.B. Chilman (Nelson), C.J.M. Penney (Cochrane), D.J. Thorley (Nelson).

ACTING CHIEF ARTIFICER

To **ACCMEA** — G.S. Male (Repulse — STBD).

CPO ARTIFICER

Authority was issued by Captain Naval Drafting in May for the following ratings to be advanced to acting charge chief artificer:

ACPOCT(A) — S. Joyce (Brave), P. Woolven (Brave).

CPOCT(A) — A. Smith (Brave).

CPOCT(L) — M.P. Nash (SCU Leydene).

ACPOEA(M) — G.R. Barber (Chatham), T. Coombs (Portsmouth FMRO), M. Ezard (Superb), P. Murreys (Excellent), E. Mason (Renown — Port), A.J. O'Neill (Iron Duke), A.J. O'Sullivan (Captain SM2), G.N. Thain (Repulse — STBD).

CPOMEA — G. Hewitt (Torbay), N.D. Holden (Portsmouth FMRO), R.G. Jacques (Trenchant), S.C. Park (Sovereign), D.B. Ritchie (Trenchant), G.P. Robins (Portsmouth FMRO).

CPOEA(WL) — R.E. Mountjoy-Row (Osprey).

CPOEA(M) — S.J. Campbell (Heron).

ACPOAEA(M) — M.D. Fairbank (Osprey), C.R. Tomlin (810 SQN).

CPOAEA(R) — M.S. Buckland (849 B FLT), J.B. Lockhart (Seahawk), C.G. Oldham (Osprey).

ACPOAEA(R) — R.D. Harrison (Seahawk).

ACPOWEA — P.A. Alderton (RNU RAF Edzell), S. Dwyer (Lancaster), R.B. Fitch (DGFS), P.F. Murray (Drake), A. Nickerson (Coventry), K.L. Rhodes (Southampton), S.E. Thornhill (Tireless), A.G. Thorpe (Dolphin).

CPOWEA — P.J. Bentham (Collingwood), J.R. Binns (Exeter), D.M. Coats (Lancaster), G.R.C. Foot (Torbay), T.A. Hart (Ark Royal), S.M. Henderson (DGFS), A.S. Horton (Captain SM2), G.D. Mortley (Southampton), P.D. Whittle (Newcastle), I. Williams (Argyll), S.B. Wislawski (Southampton).

Points

The following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at July 1, 1995.

Intermediates (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int." rosters are the basic dates of the top eligible personnel.

The number following the points (or basic date) is the number of men who were advanced during June.

CCMEALM — 266, Nil; **CCMEAL** — 157, Nil; **CCMEALSM** — 124, 1; **CCMEALSM** — 145, Nil; **CCWEAADC** — Int (4.4.95), Nil; **CCWEAADW** — Int (4.4.95), Nil; **CCWEAADCSM** — 161, Nil; **CCWEAADCSM** — 231, Nil; **CCAEAM** — 209, Nil; **CCAEAR** — 143, Nil; **CCAEAWL** — 320, Nil; **PO(EW)(O)(RS)(W)** — 253, 1; **LS(EW)/LRO(W)** — Int (14.1.93), Nil; **PO(M)** — 101, Nil; **LS(M)** — Int (16.3.93), 2; **PO(R)** — 325, 1; **LS(R)** — 109, 2; **PO(S)** — Int (12.10.93), 2; **LS(S)** — 78, 2; **PO(D)** — 375, Nil; **LS(D)** — 630, Nil; **PO(MW)(O)** — 73, Nil; **LS(MW)** — 201, Nil; **PO(SR)** — 399, Nil; **LS(SR)** — 323, Nil; **PO(SEA)** — 434, Nil; **POCY** — 472, Nil; **LRO(T)** — 493, Nil; **PORS** — 439, 1; **LRO(G)** — 221, 4; **POPT** — 304, 1; **RPO** — 352, 2; **POMEM(L)(GS)** — Int (16.3.93), Nil;

LMEM(L)(GS) — Int (30.11.93), Nil; **POMEM(M)(GS)** — 592, 3; **LMEM(M)(GS)** — 326, 5; **POWEM(O)(GS)** — 148, 16; **LWEM(O)(GS)** — 108, 5; **POWEM(R)(GS)** — 119, Nil; **LWEM(R)(GS)** — Int (19.3.93), Nil; **POCA** — 367, 1; **POCK(GS)** — 358, 4; **LCK(GS)** — 240, Nil; **POSTD(GS)** — 694, 1; **LSTD(GS)** — 150, Nil; **POSA(GS)** — 593, Nil; **LSA(GS)** — 142, Nil; **POWTR(GS)** — 190, 3; **LWTR(GS)** — 126, 1.

POMA — 230, 2; **LMA** — Int (10.5.94), Nil; **PO(S)(SM)(O)** — 260, Nil; **LS(S)(SM)** — 388, Nil; **PO(TS)(SM)** — 184, Nil; **LS(TS)(SM)** — 194, Nil; **PORS(SM)** — 388, Nil; **LRO(SM)** — 185, Nil; **POMEM(L)(SM)** — 510, Nil; **LMEM(L)(SM)** — 174, 11; **POMEM(M)(SM)** — 790, 4; **LMEM(M)(SM)** — 366, 11; **PO(WSM)** — 557, Nil; **LOM(WSM)** — 385, Nil; **POWEM(R)(SM)** — 87, Nil; **LWEM(R)(SM)** — 432, Nil; **POSA(SM)** — 343, 1; **LSA(SM)** — 87, 1; **POWTR(SM)** — 177, Nil; **LWTR(SM)** — 177, Nil; **POCK(SM)** — Int, Nil; **LCK(SM)** — 584, 1; **POSTD(SM)** — 439, Nil; **LSTD(SM)** — 990, Nil.

POA(AH) — 1140, Nil; **LA(AH)** — 974, Nil; **POA(METOC)** — Int, Nil; **LA(METOC)** — Int (28.1.94), Nil; **POA(PHOT)** — 537, Nil; **POA(SE)** — 693, Nil; **LA(SE)** — 446, Nil; **POACMN** — 539, Nil; **POAEM(M)** — 341, 4; **LAEM(M)** — 457, 10; **POAEM(WL)** — 129, 3; **LAEM(WL)** — 471, 4; **POAEM(WL)** — 181, 4; **LAEM(WL)** — 423, 5; **POAC** — Dry, Nil.

POWREN(R) — 368, Nil; **LWREN(R)** — 327, Nil; **POWREN(RS)** — 556, Nil; **LWREN(RS)** — 463, Nil; **POWRENPT** — 311, Nil; **RPOWREN** — 182, Nil; **POWRENCK** — Int, Nil; **LWRENCK** — Int (18.2.93), Nil; **POWRENSTD** — 1010, Nil; **LWRENSTD** — 314, Nil; **POWRENSA** — 358, Nil; **LWRENSA** — 153, Nil; **POWRENWTR** — 258, Nil; **LWRENWTR** — 120, Nil; **POWRENWTR(G)** — 442, Nil; **LWRENWTR(G)** — Int (15.6.93), Nil; **POWRENMETOC** — Int, Nil; **LWRENMETOC** — Int, Nil; **POWRENPHOT** — 433, Nil; **POWRENAEM(M)** — Int, Nil; **LWRENAEM(M)** — Int, Nil; **POWRENAEM(R)** — Int, Nil; **LWRENAEM(R)** — 431, Nil; **POWRENAEM(WL)** — 167, Nil; **LWRENAEM(WL)** — Int, Nil; **POWRENETS** — 612, Nil; **LWRENETS** — 85, Nil; **LWRENETEL** — 517, Nil; **POWRENWA** — 367, Nil; **LWRENWA** —

358, Nil; **POWRENDHYG** — 349, Nil; **POWRENSA** — 267, Nil; **LWRENSA** — 98, Nil; **POEN(G)** — Int (9.11.93), Nil; **LEN(G)** — Int (8.2.94), Nil; **PONN** — 154, Nil; **POMA(Q)** — 219, Nil; **LMA(Q)** — 155, Nil.

The basic dates quoted for the female ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR1066 Chapter 22:

POWREN QA — 347, Nil; **POWREN TEL** — 806, Nil.

In accordance with DC(RN) 37/93 all qualified female sea-goers now appear on the RN rosters only.

It should be noted that the number of B13s issued in the female categories are those advanced from the female Shore Roster.

Appointments

Vice Admiral Sir Peter Abbott to be promoted Admiral and to succeed Admiral Sir Hugo White as C-in-C Fleet. October.

Commodore R.J. Lippiett to be Captain of HMS Dryad. Sept 26.

Cdr K. Winstanley, HMS Southampton in command. Aug 21.
Lt Cdr P.N. Lambourn, HMS Atherstone in command. June 27.
Lt Cdr N.J. Hughes, HMS Guernsey in command. July 29.

Honours

ROYAL NAVY awards in the Birthday Honours List include the following:

KCB — Vice Admiral Robert Wainwright.

CB — Rear Admiral R.O. Irwin, Rear Admiral J.G. Tolhurst.

CBE — Capt R.G. Hastlow, CNO J. Tittley QARNNS.

OBE — Cdr J.K. Dobson, Cdr M.P. Fitzgerald, Lt Col P.D.T. Irvine RM, Cdr J. Kirkpatrick, Cdr B.C. Murray, Lt Col C.J. Nunn RM, Cdr N.W. Sweny, Cdr J.G.H. Tighe.

MBE — Lt Cdr A.J. Deakin, Lt Cdr A.R. Edney, Lt Cdr T.A. Gibson, Lt Cdr J.K.P. Jones, Lt Cdr L.J. Smith, Lt Cdr M.A. White, Lt Cdr D.M. McG Wilson, Lt Cdr L.G.D. Young, Lt P. Durrant, WO(AH) A.K. Bearcroft, WOPT K.W. Cawley, WOCT G.W.J. Champion, WOAEW D.J. Day, WOCT M.G. Deans, WOCT M.G. O'Shea, WOMEA C.D. Sharp, WOMEA M. Shearer, CPOSA D. Bell, CPOMA D. Darbyshire, POWWTR L.M. McColl, LS(S) S.N. Carr, LA(AH) P.M. Mitton.

Royal Red Cross: MRRC — PNO J. Massey QARNNS. **ARRC** — SNO L.J. Butcher QARNNS.

RVM — Band C/Sgt D.J. Bromley RM.

Deaths

Capt Hugo Newton DSO, CO of HM Submarine Cachalot based at Malta in WWII. Sunk by Italian MTB, Capt Newton captured and spent two years as POW. Repatriated 1943 and given command of HM submarine Selene (Far East). Final appointment — Naval Attache, Moscow. Aged 82.

Arthur Reeve, ex-PORM, served 1944-47 in HMS Cockade.

George Mackie, ex-AB, member of HMS Icarus Association. Aged 73.

Christopher Brook, formerly HMS Tanganyika and member of Algerines Association.

Benjamin Hayes, formerly HMS Fantome and member of Algerines Association.

ASSOCIATION OF RN OFFICERS

Cdr(S) H.D. Burge, served in HM ships Pembroke, Hermes, Dryad; at RNAS Yeovilton and Anthon; and on SACLANT USA and HAFMED (Malta) staffs.

Lt Cdr(E) H.E. Hatherley, served in HM ships Peacock, Raleigh, President and Drake.

Cdr(S) R.R. Jacobs, served in HM ships Hornbill, Goldcrest, Bellerophon, Ganges and Heron.

Lt Cdr(S) D.B. Jeffery, served in HM ships Warspite, Nile, Quilliam, Diadem and Condor.

Capt B.E.W. Logan, served in HM ships Leander, Indomitable, Condor, Ocean and FONA Pacific and FO2 Mediterranean staffs.

Lt Cdr K. Mitchell DFC, served in HM ships Landrail, Peregrine, Bulwark and President.

ROYAL NAVAL ASSOCIATION

The deaths are reported of the following shipmates:

L. Osborne DSM, life member Worthing. Served in HMS Empress of India and HMS Virago also in submarines. Was awarded the DSM while serving in HMS Vivien.

Alec Mielke, Jack Donovan and Jackie Powell, Cork.

Simeon (Simmy) Pounder, ex-ERA, Wear (Sunderland). Aged 75.

John Clarke, chairman Atherton, also founder member and chairman, Trafford. May 30.

Sid Townsley and John Davison, Wansbeck.

Joyce West, ex-PO Wren, treasurer Malling branch, May 25.

E.G. (Ted) Chugg, ex CPOPTI, founder member and vice-president, Haven. Ships included Duke of York, Norfolk, Devonshire. Aged 70.

Frederick J. Hexter, London, Ontario,

also Leicester branch. Aged 77.

F.C. James, Bury, 2 May. Aged 70.

Eric Housman, Peterborough, May 6.

Chris Curry, Wansbeck and District. Served during World War II in coastal forces.

R. Butler, ex-L/SM, Uxbridge. Served from 1937 to 1949. Aged 78.

Jim Melling, Old Cleve, April 24. Served 1938-45. Survivor HMS Prince of Wales and HMS Curlew. Service also includes HM ships Falmouth, Africander, Defiance, Owl, Drake and Sultan Bon Defence.

Desmond (Des) Burnett, Tyne, April 29.

Tony Marfell, ex-submarine, secretary Weymouth, April 16. Aged 57.

Les Moody DSM, Watford. Service includes HMS Sheffield. Aged 72.

James Henry (Jim) Gordon, ex C/Sgt RM, April 28, aged 73. Served 1939-61. Awarded life membership, South Harrow RM Association. On moving to Wales served as chairman, Carmarthen RNA.

Richard Watkin, founder member Shrewsbury.

John Taylor, (survivor HMS Edinburg) and **John Moss**, Shrewsbury.

Bill Ansell, Chichester. Ex-Lt-Stoker 1941-46. Ships included Adamant, Birmingham. Aged 71.

Swap Drafts

LRO(G) D.J. Taylor, Commcen RNAS Culdrose ext.2159, drafted HMS Ledbury, Dec. Will swap for any Devonport ship deploying or not.

LMEM(M) J. Morley, RM Poole ext 2209, will consider any Plymouth shore base.

WTR M. Dawson, Tech Office, HMS Invincible, BFPO 308, will swap for any Portsmouth ship not deploying.

AW(EW) Jenkin, WRNS Quarters, HMS Raleigh Fire School, will swap for any AB draft at RNAS Yeovilton.

SA Henderson, Naval Stores Office, HMS Invincible, will swap for any Portsmouth ship deploying or not.

LMEM(M) D. Huntley, 6F4 Mess, HMS Illustrious, BFPO 305 (until Feb). Will consider any Portsmouth draft, especially Type 23.

STD Wiggins, HMS Osprey ext 5307, drafted HMS Bulldog (Plymouth), Aug 8. Will swap for any Plymouth/Portsmouth ship not deploying before Jan.

WRO J.A. Jones, A Watch, Commcen Northwood, ext 8073, will swap for any Plymouth draft.

LWWTR L. Carr, HMS Dryad ext 4229, will swap for any Plymouth shore base.

WRO1 A.C. Fisher, 5D Port Mess, HMS Illustrious, BFPO 305, drafted HMS Heron, Aug. Will swap for any Portsmouth draft, sea-going or not.

STD K.A. Shenton, 6E Stbd Mess, HMS Illustrious, BFPO 305, drafted HMS Dolphin, Aug 22. Will swap for any Scottish draft or HMS Warrior.

CK1 P. Kiberry, Kent Block, HMS Raleigh ext 41367, drafted HMS Cornwall, Oct 25. Will swap for any Portsmouth ship deploying or not.

LMEM(M) P. Wingfield, HMS Berkeley, BFPO 226 (Rosyth ext 623492, changing to Portsmouth base, Nov. Will swap for any small ship anywhere.

POWEM(R) Rose, HMS Southampton BFPO 389, drafted CIS Northwood, early Feb. Will swap for any Portsmouth shore base.

MA(Q) Rhodes, RNH Haslar ext 2133, will swap for any Plymouth establishment.

AW(R) Armstrong, HMS Warrior ext 7690 (for any AB Ops). Will swap for any Portsmouth shore base.

W(OMC) Chaplin, Commcen E Watch, Northwood, will swap for any Portsmouth area draft.

PO(M) Pearson, HMS Newcastle, BFPO 343, drafted HMS Warrior, Aug. Will swap for any Portsmouth shore billet.

AB(S) Skrytek, DGFS Cornwall, drafted HMS Collingwood buffer's party, Oct 31. Will swap for any Plymouth shore base.

POMEM(M) Wilson, HMS Excellent ext

4054, will swap for any Devonport shore billet.

STD Buchan, 814 NAS, RNAS Culdrose (currently in 7E Mess, HMS Invincible), will swap for any Plymouth ship deploying or not.

CK McCulloch, 3HP Mess, HMS Brazen, BFPO 234, deploying Oct. Will swap for any Portsmouth ship deploying or not.

LSA Greenham, HMS Raleigh ext 41461, drafted HMS Cochrane, late Aug. Will swap for any non-Scottish shore base/air station.

OM(C)1 Hibbins, 2J Mess, HMS Northumberland, BFPO 345, will consider any draft.

LCK S.L. Simpson, HMS Warrior main galley ext 8530, will swap for any Plymouth shore base or ship not deploying.

LWEM(R) Carter, 2K Port Mess, HMS Northumberland, BFPO 345, deploying Jan. Will consider any shore base or ship not deploying.

MEM(M) Smith, HMS Neptune ext 4042, drafted HMS Invincible, Oct. Will swap for any shore base, small ship or NP2010.

POWEM(O) Dudley, North Corner Group, Portsmouth Naval Base ext 24410 or 01705 724410, drafted HMS Newcastle (in refit), Nov. Will swap for anything.

POMEM(M) Joice, (MHull), Portland ext 2641, drafted 539 ASRM Plymouth (sea

draft), Oct. Will swap for Plymouth gas or diesel ship except Type 23.

LS(S) Smallbones, CBM Office, ext 41569, drafted July 20 to HMS Ark Royal (in refit until 1997). Will swap for any Plymouth shore base.

LWEM(R) Duffin, HMS York ext 274, will swap for any ship, preferably Portsmouth based.

AB(M) Poole, HMS Intrepid, drafted HMS Brilliant, Aug. Will swap for any ship not deploying.

LS(S) P. Tomlinson, HMS Dolphin, drafted HMS Itchen based at Faslane, Oct 3. Will swap for any Portsmouth ship or establishment.

LS(S) Sherwood, Pier Head, HMS Dolphin ext 65226, drafted HMS Somerset (in build, Plymouth based), Dec. Will swap for any Portsmouth Type 42.

AWOM(UW)1 Wills, 2K Stbd Mess, HMS Northumberland, BFPO 345, will swap for any Plymouth Type 22, deploying or not.

LMEM(M) A. Tamblin, HMS Liverpool (Portsmouth), will swap for any Devonport ship deploying or not.

AB(EW) Field, HMS Daedalus security, drafted HMS Newcastle (refitting in Rosyth), Sept. Will swap for any Portsmouth ship.

Gulf duty for Gloucester

HMS Gloucester leaving Portsmouth on June 19 for a five-month deployment on Gulf patrol.
Picture: LA(PHOT) Gary Davies



Charioteers honoured by Italians

EXPLOITS of British and Italian "human torpedoes" during World War II were commemorated on Italian Navy Day held at La Spezia.

Among the guests of the Italians were Geoff Larkin and Len Berey who, in 1943, were members of a Royal Navy team which sank the cruiser Bolzano using Chariots — the British version of the human torpedo.

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Flotilla sails for Dunkirk

HMS NORFOLK escorted a flotilla of more than 40 small ships from Dover to Dunkirk on the 55th anniversary of the beach evacuations of World War II.

The ships, all veterans of the original crossing, were led by HMS Loyal Chancellor. They sailed in formation and crossed one of the world's busiest shipping lanes without incident.

On arrival, the vessels of the Association of Dunkirk Little Ships (ADLS) formed up two deep and circled inshore of Norfolk while a wreath laying ceremony was held.

Buglers from the Royal Anglians played the last post as an RAF Hercules dropped a mil-

lion poppies on the formation.

Ashore, 18 sailors marched with the Dunkirk veterans with the salute being taken by the Duke of Gloucester. The sailors also attended a DVA memorial service on the beach and were guests at their evening reception.

The next day Norfolk escorted the small ships safely back across the channel to Ramsgate before heading for Devonport and refit.



IN BRIEF

Sailors tied up in Notts

A PARTY of officers and men from HMS Nottingham left their ship to help launch her namesake city's boat show recently.

The officers and men of the Portsmouth-based Type 42 destroyer are proud of their associations with Nottingham, and regularly raise funds for charities in the area.

The sailors were joined by other notable visitors including Coronation Street star Peter Baldwin (alias Derek Wilton) and Miss Nottingham, Angie Bowness.

Records go to Whale Island HQ

THE DRAFTING and Records Office Royal Marines (DRORM) at Centurion Building, Gosport, has closed after 23 years.

DRORM has been absorbed into HQRM at Whale Island and is now the manning office of the personnel branch.

To mark the handover, Lt Col Matthew Sturman RM presented a plaque to Cdr David Lane, Executive Officer, Centurion Building.

RNPSA

NAVY NEWS would like to point out that Philippa Fisk represented the RN Patrol Service Association at the VE events in Hyde Park, and not the RNA as reported on page 23, June. We are sorry for any confusion this may have caused.

Well played

DEVONPORT hosted the RN volunteer band annual competition and music festival on a rainy Saturday in June. Despite the weather the event was a great success, with the Commander in Chief's Challenge Trophy going to HMS Dryad.

Spain warned off tuna fleet

A NEW £1.8 million primary health care facility has opened in HMS Drake to help care for the 15,000 service personnel in the South West.

The new Royal Naval Sick Quarters (RNSQ) has X-ray, psychiatric and physio departments, a dermatology clinic and round-the-clock nursing on a 20-bed ward.

Left: Devonport naval base Commander, Commodore Mike Johnson receives star treatment from Captain Simon Goodall, Captain Base Personnel and LNN Louise Speller.

FISHERIES Minister William Waldegrave has warned Spain not to interfere with British tuna trawlers in the Atlantic and the Bay of Biscay.

He said the Royal Navy would "take all necessary action" to prevent harassment or damage to the ships in an area where they had every right to fish.

The Island-class patrol ship HMS Dumbarton Castle is the first Fisheries Protection Squadron vessel to be sent, and is in the Bay of Biscay.

She will carry out the dual role of protecting vessels and ensuring that fishing regulations are not broken.

In the event of trouble there are a further eight vessels of the Fisheries Protection Squadron, five patrol ships and three

minesweepers, which could move in.

The fishing vessel Wendy Pulfrey was the first trawler to leave Newlyn in Cornwall for the North East Atlantic tuna grounds.

This month up to ten trawlers are expected to head for the Albacore grounds 600 miles south west of Land's End, with more following as the season continues.

Although the Royal Navy has no power to board foreign vessels on the high seas it is hoped that their presence will prevent a repetition of last year's disputes when Cornish fishermen had their nets cut.

As Navy News went to press HMS Dumbarton Castle was searching for a man lost over board from a bulk carrier in the Bay of Biscay.

Perishers regroup

SUBMARINE captains who passed the Navy's gruelling "Perisher" course to earn their commands were reunited at HMS Dolphin in Gosport.

More than 230 officers from every kind of submarine from pre-war deisels to today's nuclear giants came from all over England and from as far away as New Zealand and Canada for the event.

The "Perisher" course was given its nickname because of the very high numbers who did not pass. Many of those who were successful went on to have distinguished naval careers.

The guests included at least 15 Admirals and scores of captains. Among them were Cdr Philip Francis, one of the most successful combat captains of World War II.

His nephew, Rear Admiral Sam Salt, who commanded submarines Finwhale and Dreadnought, was also present. Admiral Salt's father, a lieutenant commander, was killed early in the war whilst in command of a submarine.

The Royal Navy took its last deisel submarine out of service last year, and its entire submarine fleet is nuclear-powered.

Holland I dives again

THE NAVY'S first submarine will soon be under water again.

The boat is going to be submerged in a tank holding 750,000 litres of sodium carbonate solution to treat a severe case of rust erosion.

Holland I foundered off Plymouth while under tow to the breakers in 1913. She was raised again and put on display at the RN Submarine Museum, Gosport in 1981.

The restoration work is being funded by a number of organisations including Hampshire County Council, The Science Museum and VSEL of Barrow, who built Holland I in 1901.

£1.8m health centre opens



A NEW £1.8 million primary health care facility has opened in HMS Drake to help care for the 15,000 service personnel in the South West.

The new Royal Naval Sick Quarters (RNSQ) has X-ray, psychiatric and physio departments, a dermatology clinic and round-the-clock nursing on a 20-bed ward.

Left: Devonport naval base Commander, Commodore Mike Johnson receives star treatment from Captain Simon Goodall, Captain Base Personnel and LNN Louise Speller.

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POMPEY THE MAIN EVENT?

PORTSMOUTH'S historic dockyard could become the centre of the nation's millennium celebrations in the year 2000.

Plans to enhance the attraction and redevelop the entire harbour area have been short listed for a Millennium Fund grant worth almost £50 million.

If successful, work would start as early as September to transform waterfront sites from Portsmouth to Portchester.

The plans include the release of Naval land at Priddy's Hard, Gosport, and Gunwharf, Portsmouth, for leisure gardens, cafes, bars, a concert area and a new ballistic science centre:

- More than three miles of harbourside promenade and a network of waterbuses linking the attractions around the harbour

- An expansion of the Historic Ships area with a brand new ship hall for the Mary Rose and its tudor artifacts, a revitalised and enlarged RN Museum and major investment in the Submarine Museum at Gosport

- 330-foot high tower with high-level restaurant overlooking the harbour, where water jets on either side of the navigation channel will be able to fire

a giant arc of water over ships as they enter

- A 400-seat film theatre and conference center, a hotel overlooking the harbour and a new town quay.

The proposals and Millennium Fund bid were put together by a partnership of local councils and private sector companies with the full backing of the Navy, and the announcement that it had reached the shortlist was made at a press conference in HMS Victory.

The partnership now has until the end of this month to prove that its plans are workable and have the extra private backing required. A final decision on the grant will be taken in September.

Dockyard 500

As Navy News goes to press Portsmouth Dockyard's 500th anniversary celebrations are in full swing. Portsmouth boasts the oldest dry dock in world and the nine-day event underlines its unique history of service to the Fleet.

The Dockyard is open from 10am to 10pm every day until July 2.



Dragon ship at Darwin

HMS PEACOCK sailed 6,800 nautical miles to take part in a multinational exercise in the Timor Sea — part of one of the periodic South East Asia deployments by single ships of the Hong Kong Squadron.

Exercise Kakadu II was a Royal Australian Navy fleet concentration period involving ships, submarines and aircraft from Australia, Hong Kong, Malaysia, New Zealand, Singapore and Thailand.

Peacock, notionally fitted with Exocet, and four Australian Fremantle Class patrol boats were tasked with harassing the two main seven-ship task groups made up of destroyers, frigates, corvettes and auxiliaries.

The exercise ended with 24 ships and submarines entering Darwin, focus of the Australian Defence Force's current shift to the north — the largest naval force seen in the port since the end of World War II.

Reinforced

Darwin is home to the newly created joint service Northern Command which has recently been reinforced by the redeployment of several military units to the Northern Territory.

Peacock called at Bitung in Celebes for fuel on passage from Hong Kong and returned via Banoa, Bali and Kota Kinabulu, East Malaysia.

- Above: HMS Peacock following HMAS Darwin into Darwin.

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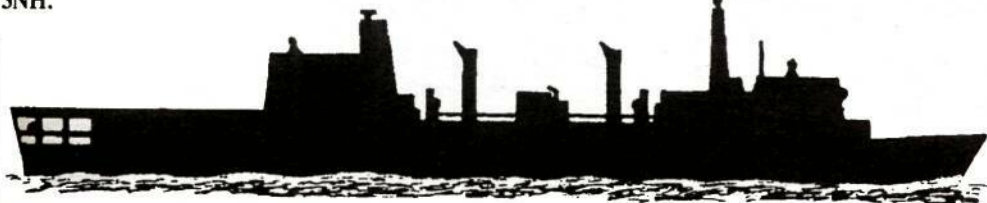


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"Disgusted from Tunbridge Wells may still be hale and hearty, God bless her.

But Colonel Blimp's affairs were put in order about twenty five years ago. Training, determination, common-sense, adaptability, a high level of financial awareness, teamwork, flexibility and just sheer merit, helped to dig his grave.

Falklands technology put the final nail in the coffin, Gulf technology and action off the Bosnian coast shoved the final sod in place with devastating accuracy and from long range.

Sadly, the colonel died intestate. However he has some extremely bright young and middleaged cousins. Whatever age, they are now mature, interesting men and women, who listen to what you have to say. They may ask a question or two. And then they'll do the job.

What on earth makes you think they can do the job? Isn't this all a bit general? What job? What skills are available?

Each function of a business differs and each business in itself is different from the next. One of the main problems facing commerce and industry in this country is the need for flexibility, for the readiness and ability to change. It is astonishing to realise the multitude of "businesses" that go to make up the Royal Navy, the Army, and the Royal Air Force. Financial accountability in these services has become a byword for the successful management of people and high value capital assets. Millions of pounds of our money has been poured into state of the art training to achieve a state of the art competence in almost all of the areas of modern technology. This rich vein is more and more being tapped by employers.

Options for Change has released thousands of officers into the job market. For them a pretty secure career has suddenly been brought to an end. Five years ago, when the Cold War was still hot, their futures were secure. The Peace Dividend has changed all that. Thousands of highly trained men and women are being released into the world, where unemployment in England by no means the worst in Europe, is still around three million and set to remain like that for many years to come.

You may rest assured, you, as responsible men and women are not going to stand in the dole queue for long, if at all. By your very training and professionalism, you have the mental resources and a lot of the experience, to take your coats off and get stuck in.

Why not approach us? You will find a great many of your colleagues are already with us. A recent count showed we had over one thousand five hundred on our books. We suggest you contact the Registrar for further advice. The address is The Officers Association, 48 Pall Mall, London, SW1Y 5JY. Fax 0171-930-9053 or Telephone 0171-930-0125.

The author ANDREW DOUGLAS-BATE, an Ex Naval Officer, is an Employment Consultant working with the Officers' Association.

Blimp has gone, "Gung ho" is also out. Reliability, intelligence and that funny little phrase, "can do" are in.

A free of charge organisation called The Officers' Association, a charity set up many years ago and run by ex military men, who themselves have been successful business men, is able with your help to find a vast assortment of good jobs, Accountants, Catering Managers, Distribution and Stock Control Managers, Health and Safety at Work expert, Linguists, Sales and Marketing Managers, Purchasing Executives, T.Q.M. Specialists, Electronic and Electrical Engineers, Chartered and Construction Engineers, Shopping Centre Managers, to name but a few. Almost every job is there and every skill is available; employers have a need for reliable, good quality staff, who are happy to accept accountability, who are honest and mature.

The Royal Navy have selected you and further trained you with a whole host of transferable skills and experience. Remember, the modern Navy, Army and Air Force are not in the business of ordering people about via a cumbersome chain of command, it is about getting the job done.

Oh! and let us not be too unfair to Colonel Blimp. Let us say thank you; he saved our bacon on a number of occasions! Let's not forget that!

A recent poll shows that of all the institutions in this country, our Armed Forces are the only ones that have, since the 1939-45 war, consistently gone up in the general public's estimation.

So how can the Officers' Association help? What they do not do is give you a job. What they do do is to help you to help yourself to find a job.

First of all we ask you to register with us. This will take place during an interview with one of our Employment Consultants. Any eligible officer, who has held the Sovereign's commission is welcome. At the interview, general outplacement advice is given, as well as specific help on a job search game plan and the preparation of a C.V. You will then be sent a list every week of some one hundred jobs about half of which are exclusive to the Officers' Association and many of which come from already satisfied employers. You will be given the names of contacts and advisers many of whom are in senior positions in their field and are keen to help good people. We shall continue our support until you have secured a job. Ninety per cent of the officers who join us, achieve a job within a year, a great many within a few months. Through our counselling and direct help, many officers have been able to move straight into a civilian job immediately after leaving the Service.

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Few of them might have guessed that clock repairing would be a viable option through the recent recession. Yet over the past decade the value of old timepieces at the cheaper end of the market has risen significantly, increasing the number that are worth restoring so that pilot franchises are now offered for less than half the regular cost — £6,000 down from £12,500.

This operation isn't just ticking over.

On the other hand, jewellery is always in fashion — whatever the economic climate and the rise and fall of hemlines — and network marketing systems allow small investors to enter the field at any level.

Domestic cleansing products provide one of the long-



● Bike King — after only two years ex-CPO Tom McClelland cycle retailing business is in top gear.

standing success stories in franchising. Personal retailing, network marketing — or both — are the choices here. And self-discipline, self-motivation, plus the desire to succeed, are all you need to make good.

One ex-Navy man advertising with us has followed in this tradition for 43 years, drawing on over 850 products to push his advantage.

When things go wrong in the home, how often have you sat and waited for a plumber, carpenter or electrician who has failed to turn up?

Emergency property repairs offer another opportunity for the ex-Service franchisee with the necessary technical knowledge to develop a business in the 'can do' tradition of the Royal Navy.

A home delivery pet food service may seem at first sight to be a bizarre notion that only the Americans could dream up.

Yet, more and more these days, pressures on home life are turning the buying public towards purchasing goods delivered direct to the door. Currently, 75 per cent of

dog food sold in the US is of the 'complete or dry' variety. In the UK the figure is about 25 per cent — and growing at the rate of 30 per cent per annum.

The company featured here already has 100 licensees, with six or seven new ones trained each month.

Expanding

Strange, but true. On more familiar ground CPO Sandy Saunders left his resettlement course just over a year ago after 20 years in the Navy to enter the licensed trade — and 12 months later, as tenant of the King & Castle, Brinscombe, Gloucestershire, was receiving his Newcomer of the year Award.

No previous experience in dealing with difficult customers required — unless you count Category 'A' watch-keeping duty in the Polaris submarines HMS Repulse and Revenge.

Meanwhile another CPO has traded his sea legs for pedal power, cashing in on the craze for all forms of non-motorised biking.

Starting two years ago with a pilot scheme on Merseyside, he now runs a pair of shops with a turnover for 1994-95 exceeding £160,000 — and he's looking to expand.

● Before you take the plunge into franchising, take advantage of a course designed especially for you by the Royal British Legion Training Company. The next ones start on August 30 and October 2 at Tidworth and on September 4 and November 6 at Ellesmere Port.

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Picture: Lt Cdr Nigel Huxtable

Members of the Royal Navy expedition to the Appalachians get a fresco dinner on the go.

EXIT, PURSUING A BLACK BEAR!

BACK in 1992 an expedition was mounted to the Shenandoah Park section of the Appalachian Trail — it took place during some of the coldest weather experienced in living memory.

But that cold did not deter two of the party, Lt Cdr Nigel Huxtable and Lt Chris Young, from returning to sample the area in springtime.

With them were six ratings from HMS Excellent — AB Scouse Lee, RO Buck Rodgers, MEM Jed Stone, AB Ruby Murray and AB Wrens Karen Dear and Nicky Upjohn.

Frost damage of three years ago was hard to find, as the party saw spring greening well advanced and a profusion of mountain flowers, plus their

attendant butterflies.

More exciting was the group's encounter with a black bear and her cub. Curiosity won over caution but the wary creatures moved faster than the expedition photographer!

Open fires

During the nights the party slept in stone shelters and cooked over open fires. They walked by day — 120 miles in nine days — carrying all their equipment and tents, in case

the shelters were full.

Only on the last day, when they finished in Front Royal, did they descend below 2,500ft — the rest of the trail lies around 3,000ft, with its peak at 3,882ft.

The last day's 17 miles were walked in a thunder and lightning storm. On arriving in Washington the party found more storms and even a mini tornado. A couple of days were spent relaxing in the capital, visiting its many tourist sites.

BEST NAVY REGATTA SHOWING COMES ON DRY LAND

ALMOST 200 crews competed in the 27th annual Joint Services Rowing Regatta, held at Peterborough, and while the majority came from the Army, 20 of them represented naval establishments.

RN competitors travelled from Plymouth (RNEC), Yeovil, Portsmouth and Bath, but despite some valiant performances and plenty of encouragement from supporters — including association vice president, Admiral Robert Walmsley — there were no victories to be celebrated in the Navy camp.

In the Inter-Service events the RN coxed IV came second behind the Army, holding off a persistent challenge from the RAF and finishing just one second in front. The VIII was less successful, with the RAF finishing second behind the very strong Army crew. The women's VIII also finished third.

Fell in

The most impressive Navy performance was actually witnessed off the water. Having qualified for the final of the coxless pairs, the Portsmouth pairing of Andy Block and Matt Jackson suffered equipment failure on the way to the start and fell in.

Not deterred, they ran back along the length of the course (1,000 m) with the boat on their shoulders, replaced the defective rigger and rowed back to the start. In a gruelling race they were beaten by the RAF Southern Area by just five seconds.

Hearties

The various novice crews, including a hearty contingent from Yeovil and a veteran contingent from Bath, at least gained valuable race experience that will, it is hoped, pay dividends next year.

Following the Sherborne Regatta on July 1, the programme of coming events includes the Horsea Regatta on October 7 and the Dartmouth Plum Pudding Race on November 25.

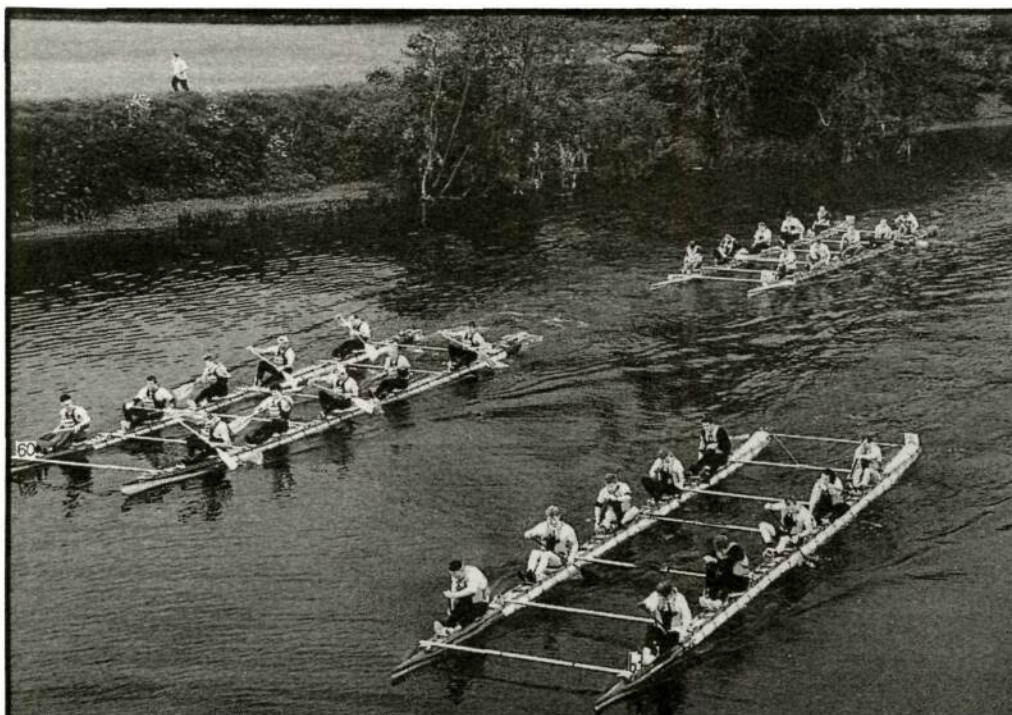
Anyone interested in rowing should discuss it with their physical training staff and contact Lt Peter Gilbert, RN and RMARA secretary, at Bath (Foxhill ext 82877).

Cream of the naval colleges

LED BY Lt Cdr Paul Metcalfe, a team of four young officers from Britannia Royal Naval College competed in a J24 regatta at the Italian Naval Academy at Livorno.

They were Mid Simon Kinsey, S/Lt Clare Brown, S/Lt Tony Rackham and Officer Cadet Richard Clarke.

Thirty-two yachts from eight nations took part and against the strong competition — both civilian and naval — the BRNC boat finished seventh overall and first among foreign and naval academy entries.



Rafters on the River Wye put their backs into it — all for a good cause.

Determined debut by Hydrographic Office team on River Wye

EACH YEAR dedicated amateurs of the rafting fraternity race 100 miles down the River Wye, raising cash for charity.

This year, for the first time, a team from the RN Hydrographic Office took part. They raced in a secondhand craft, a veteran of eight previous events, but soon found they were up against some determined and intensely trained opposition.

Run over three days, the race — organised by the Committee for Herefordshire Amateur Rafters — starts at Hay on Wye and finishes at the former Army Apprentices College at Chepstow. Rafts set off at one minute intervals and the cumulative time over the three days determines the winner.

Stringent rules govern the

design of the "rafts". Most are catamarans, some 12ft wide and 50ft long, with aluminium frames and manufactured nose cones. A few oil drums lashed together with string just aren't in it!

Trepidation

Most of the Hydrographic Office team's training had been conducted on a reservoir and they faced the moving water of the river with some trepidation. With water levels very low, the first day proved difficult. Exposed rocks meant the raft had to be carried in several places.

Eight of the 62 rafts that

started the race were pulled off the river the first day. Twelve were withdrawn before the start. The next day was better but, at 42 miles, was the longest stretch. After nine hours in the saddle, the party required gentle handling that night!

Monday was more comfortable — 26 miles and in part tide-assisted. The crew, all MOD civilians, achieved their main aim in finishing the race.

Their time was 21 hours, 15 minutes and the finishing place 47th. They raised over £2,000 to buy specialised gym equipment for wheelchair-bound athletes.



Wings awarded

MORE than 30 people enjoyed the delights and thrills of unpowered flight for the first time at the Easter gliding camp held at HMS Daedalus... and several were able to go solo by the end of the course.

Three of those soloists are pictured with one of Portsmouth Naval Gliding Club's most senior pilots, Admiral of the Fleet Sir Julian Oswald.

They are (l-r) Mr Jon Coates, who received sponsorship for the course from the Fleet Air Arm Officers Association, and, from RNEC Manadon, S/Lts Dain Thorne and David Scopes.

Two camps are to be held in August, with RN personnel

paying just £200 for the course. MOD and other civilians are fitted in when possible, and they pay £250.

The price covers a guaranteed 20 aerotows. At Easter one glider attained 6,600ft, having been dropped at 1,500ft!

Contact Lt Richard Croker at RNEC Manadon for details. Brief taster flights are also available. Contact David Whadham, The Workshops, HMS Collingwood.



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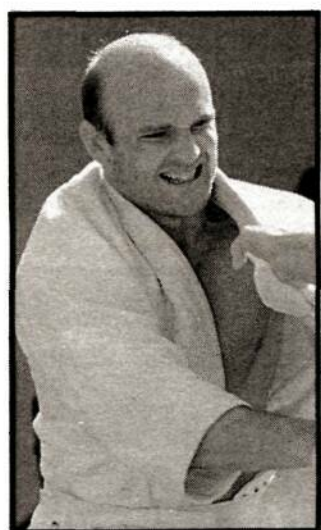
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Judo on the up and up

A REVITALISED Navy judo team made a gallant attempt to steal the Inter-Services crown from the Army — holders for many years — at HMS Nelson, spurred on by the presence of their Association president, Lt Gen Sir Robert Ross RM and numerous other VIPs.



AB Dave Audley

No-one could fault the effort made by members of either the Kyu grade or Dan grade players, but the former went down 7-0 to the Army and 6-1 to the RAF, while in the main event the black belt players lost 5-2 in both matches.

In the Dan grade team RN/RM winners were Mne Andy Moody (CTCRM) and AB Dave Audley (Neptune). The Kyu grade teams were saved from a whitewash by CPOPT Marty Farrow, who, despite being coerced into the squad at the very last minute to fill a vacancy, beat his RAF opponent with an excellent Ippon — not bad for a man who hadn't practised judo since his PT course!

The following day the individual bouts went much as expected, with Moody winning his weight category and Audley managing second in his weight group and in the Open event.

Both earned a place in the Combined Services team for the national championship last month and went on to give very respectable performances against such high standard opposition.

Great credit at Inter-Service level also goes to Mnes Dave Wiltshire and Jason Bradbury, who took silver and bronze in their respective weight groups.

Despite the defeats the event was clearly the start of a long-awaited revival in Navy judo. In last year's tournament only three players turned up; this year both teams were full and several reserves were available from a squad of 20.

Much of the credit for this goes to Steve Griffiths, the Navy coach, who has established regular training camps at RM Poole, now the home of Navy judo.

By a mixture of threats, promises and bribery he has now moulded a squad worthy of its Navy colours. Ship and unit deployments will inevitably take their toll on team strength, but the Navy clearly has the potential to win in this highly demanding sport.

There is always room for new blood. Aspiring players should contact either CSgt Griffiths (RM Poole ext 2659) or CPO John Thacker (Faslane ext 3261). Even if you are currently unavailable make sure your name is on the books. Women players, both novice and experienced, would be particularly welcome as the Navy has yet to produce a ladies team.

NEW BOYS SETTLE IN

NAVY batsmen struggled against some good bowling by the MCC Young Cricketers at Vine Lane, Uxbridge, and only S/Lt Justin Matthews showed any resolve as he made a defiant 41 before being seventh out with the score at 75, writes Lt Cdr Jim Danks.

CPO Stuart Adams (38) and Lt Peter Noblett (36) added 79 for the eighth wicket and the Navy were all out for 162. The MCCYC batted well to reach their target for the loss of just two wickets. G. Welton made 99 not out.

A seven wicket defeat at the hands of Essex II at Newbury Park followed the eight wicket drubbing by the Young Cricketers. Again the Navy elected to bat on winning the toss.

LMEA David Wynne made a very good 71, but without much support as the Navy declared at 154 for 8. The early Essex batsmen all contributed runs, with S. Ahmed making 54no. Mne Andy Procter took 3 for 61 in 18 overs of offspin.

In an exciting finish, Middlesex county's 2nd XI achieved victory by just three runs at Burnaby Road. A much-improved RN side could, with better application, have

achieved a memorable win.

Some good early bowling by Lt Chris Slocombe (3-24), ably supported by Lt Mike Bath (2-15), restricted Middlesex to an all out total of 160.

The Navy began confidently and with Maj Charles Hobson and CPO Paul Barsby together seemed on course for success. However, when Hobson was out for a fine 52, caught at long leg hooking Kevin Shine, with the score at 123 for 5, it was left to Barsby to control the innings.

Leg spinner

He did so well, making 30 before being out lbw with the score at 152 for 8. But the return of leg spinner Khan saw Middlesex to victory as he took the last two Navy wickets with the score at 157.

Navy batsmen need to find form to supplement the good work achieved by their bowlers.

That good work was in evidence when all the RN bowlers shared the wickets as they dismissed the British Fire Service for 179 in the 55th over. Lt Simon Morris, with 2-22 from 11 overs, was the most economical.

At tea the Navy were 86 for 1 from 25 overs and looking set for victory. With the dismissal of Capt Robin Hollington for 45 and the score at 90, the now familiar collapse occurred, with the Navy slumping to 135 for 7.

Andy Procter then joined skipper Paul Barsby and in an unbroken stand of 47 they saw the Navy to victory with 2.3 overs remaining. Barsby made 40no and Procter 28no from 24 balls.

The team built on the previous good performance against Middlesex and with Barsby at the helm managed a creditable win when all had seemed lost.

Half way through the season the Navy skipper has been impressed by the performances of players brought in to fill the places of several key players who have been unavailable. The confidence generated by the good showings in the past two games should serve the team well as they build up to the Inter-Services.

Figures for July are as follows: 4th v Civil Service at Bath; 5th v Wiltshire at Salisbury; 14th v Hampshire at Burnaby Rd; 18th v European Cricket Federation XI at Burnaby Rd; 23rd v Devon at Axminster; and 24th v Devon and Cornwall Police at Mount Wise, Plymouth. The Under 25 team will play the RAF on July 7 at Vine Lane, Uxbridge, in the opening match of the U25 Inter-Services. Support will be most welcome.

TOUGH GOING IN YORKSHIRE

STRONG opposition was encountered by the Navy golf team when they played their popular annual fixture against North Yorkshire, this year at Horsforth GC on the outskirts of Leeds, writes Cdr Gary Skinnis.

The local team were on average two or three shots per player better than the Navy but many of the individual results were close — indicative of the sterling efforts of some of the RN team.

The writing was on the wall after the morning foursomes when the Navy managed only one halved match through Sgt Bill Parker (CTCRM) and Cpl Nigel Small (40 Cdo).

The afternoon singles gave the team the opportunity to redeem themselves, but their younger opponents proved to be more than a match. There were wins from Parker, capping an excellent personal weekend and Art App Terry Taylor (849 NAS), continuing his impressive form in the squad.

CPO(D) AJ Wheeler made his representative debut for the Navy at Horsforth and creditably came away with a fighting halved singles match.

Horsforth proved excellent hosts in both their course preparation and their welcome. Some club members even caddied for Navy players, a service much appreciated by the team.

The following weekend saw a team of four engaged in the Graham Butler Trophy,

a prestigious invitation event played over the glorious parkland course at Ferndown in Dorset.

With all scores counting in three rounds of foursomes strokeplay and with some of the south of England's finest amateur golfers competing, it was always going to be difficult.

However, the pairings of Lt Guy Norris (771 NAS)/Parker and CPO Taff James (Portland)/Lt Cdr Daryll Whitehead (Greenwich) acquitted themselves very well overall and finished 11th of the 16 teams.

Highlight of the event was an excellent second round of 72 (one over par) from James and Whitehead, which included a three putt on the home green!

At the time of going to press, the RN Strokeplay Championships will be underway at the China Club at Saltash. Providing there are no last minute withdrawals, this will be the largest field (58) ever to have competed, and for the first time in many years the entire Navy squad are available to play.

A new name will appear on the trophy this year as all previous winners have left the Service. There will be a full report of the event in the next issue of Navy News.

ICE CRAFT

GOSPORT Royal Navy Sentinels ice hockey team opened their summer season of challenge matches in sensational style, with three thumping victories in front of more than 850 enthusiastic supporters.

Unbeaten pre-season and with a major reorganisation behind them, the Sentinels first match pitched them against the Romford Valley Vikings. Following all the razzamatazz associated with the sport — plus a display of some of the finer points of the game for those spectators new to it — the match began.

The Sentinels established early supremacy and were leading 9-1 at the first interval. Flashing lights, music, klaxons etc were constantly brought into play.

During the next interval the Ayres of Fareham Proton Challenge took place. Two of the audience, chosen by programme draw, backed either the netminder or attacker in a best of five penalty shootout.

Shootout

Team coach and captain Darrin Laishley scored four goals to win shootout and the spectator who backed him won VIP tickets for the next game and a place in a draw for a weekend break for two.

Back to the match proper and the Sentinels maintained their form, eventually winning 17-5. Nicky Drew was their top scorer, with six. The great support of the crowd and the barrage of autograph requests was thanks too, in no small part to the promotion of the team by Laishley and player manager Mark Wallace.

In their next match the Sentinels beat the competitive and physical Steatham Chiefs 10-2. During this match the Sentinels' netminder, Nathan Lawrence, pulled off a superlative save from a penalty shot.

Chicago

A special challenge against the British Lions Roller Hockey Club, the team representing Britain in the inaugural world roller hockey championship in Chicago later this year, proved it is not so easy to switch from wheels to blades and the Sentinels won 13-2.

Now proud to call themselves the best recreational ice hockey side in the south, the Sentinels want even more support. Matches take place each Sunday at 17.00 at Gosport Ice Rink, Forest Way, Gosport, throughout the summer, with the grand finale on Sept 3.

Note: on July 2 there is no match as the Sentinels will be competing in the national recreational tournament in Telford.

Those interested in taking up the sport for themselves should note the club runs two training sessions a week — Wednesdays at 22.30 for the more experienced and at Sunday lunchtimes for novices.

For further details ring Lt Mark Walker on 01705 351135 or POMEM Mark Wallace on 01705 351194.

Season starts in a lowish gear

FIVE ENTRIES representing the Royal Navy took part in the Tour of Cornwall rally, one of the many highly competitive events contested by members of the Royal Navy and Royal Marines Motor Sports Association.

Three of the five cars are based at RN air station Culdrose — a Peugeot 106 Rallye, sponsored by Carrs of Helston and Allens Motors of Porthleven, a Lotus Sunbeam 2.2 sponsored by Camborne Radiators, and a Darrian T9, sponsored by Camborne Radiators, Partco of Penryn and The Hire Shop, Redruth.

CPO Mick Lawless, one of the service crew for the Peugeot, said, "We use the Peugeot 106 for both on and off-road competition, and the other two for tarmac events such as the Tour of Cornwall. We have a busy year of events ahead, culminating in the British round of the World Rally Champion-



RN air station Culdrose rally drivers and navigators pose with their cars and the engineers on whom their success depends.

ship in October."

"This can be an expensive sport and we couldn't manage without our sponsors," he added.

The two other RN entries in the Tour were a Vauxhall Chevette, driven by CC Trevor Owen (707 NAS, Yeovilton)

and navigated by ex-Royal Marine Alan Tomes, and a Vauxhall Astra, driven by POWEM Frank Smith (Faslane).

Within the Tour of Cornwall there was a national A rally and a national B rally. In the A rally the Darrian T9 finished se-

venth overall and first in class. It was driven by Mr Grant Roberts and CPO David Hudson was the navigator.

The Astra suffered a variety of problems and failed to finish, while the Chevette finished 48th overall.

The Peugeot 106 was fifth overall in the national B rally. POAEM Nick Starmand was the driver and POAEM Jim Abbey the navigator.

Problems

Still with the B rally, the Lotus Sunbeam, driven by POWTR Scott Bell and navigated by PO Peter Hopkins, completed the course but was not classified as it had missed a section due to mechanical problems.

All credit to Scott and Peter, however, as they had had to remove the gearbox at the side of the road, change a component and replace the gearbox before going on to finish.

Round-up

IN THE second match of this year's Naafi Jubilee Cup Competition, RAF Waddington defeated 2 Sig Regt at York by 3-1, leaving Daedalus the task of winning the final match if they were to take the championship, writes Lt Cdr Jim Danks.

In a very entertaining match played at RAF Waddington, the home team denied Daedalus the title.

Daedalus went behind after eight minutes when Cpl Tony Macek scored from close range. The visitors had chances through LPT Gray, LAEM Glover and CPO Will Flint, but failed to find the net and remained 1-0 down.

They had to reshuffle their side when Gray went off injured and WTR Cooke came out of goal.

In the 50th minute, Flint equalised for Daedalus and two minutes later Cooke shot over the bar. Daedalus should have gone ahead on the hour when Flint was through on his own, but his shot went wide.

In a hectic seven minutes, five goals were scored as Taylor, Lowrey and Fortune scored for Waddington and Flint and LAEM Neil Copland replied for Daedalus. That made it 4-3 with 18 minutes remaining and still anybody's game.

Five minutes from the end Foster sealed Waddington's victory with a penalty, making it 5-3.

Mr Peter Stanyer, Sales Promotion Manager, presented the Naafi Jubilee Cup to the suitably jubilant Cpl Macek. Mr Ian Longworth, from co-sponsors Courage Ltd, presented the Man of the Match award to SAC Lee Lowrey.

SINCE 1989 Lamb's Navy Rum has formed a close association with sport in the Royal Navy, generously sponsoring many of the major sports.

In recent years its sponsorship has been targeted at "the grass roots" Navy Cup competitions in soccer, rugby, cricket and hockey. But this year, for the first time, some of this invaluable cash will benefit the RN Women's Golf Association, hosts of the Inter-Services Championships at the China Fleet Club in September.

HMS Victory was the setting for the handover of £10,000 from Lamb's Navy Rum to the RN and RM Sports Control Board. Mr Tony Hales, Chief Executive of Allied Domecq plc presented the cheque to Admiral Sir Michael Layard.

A BOXING evening during which the Royal Navy took on a North East select team proved a resounding success.

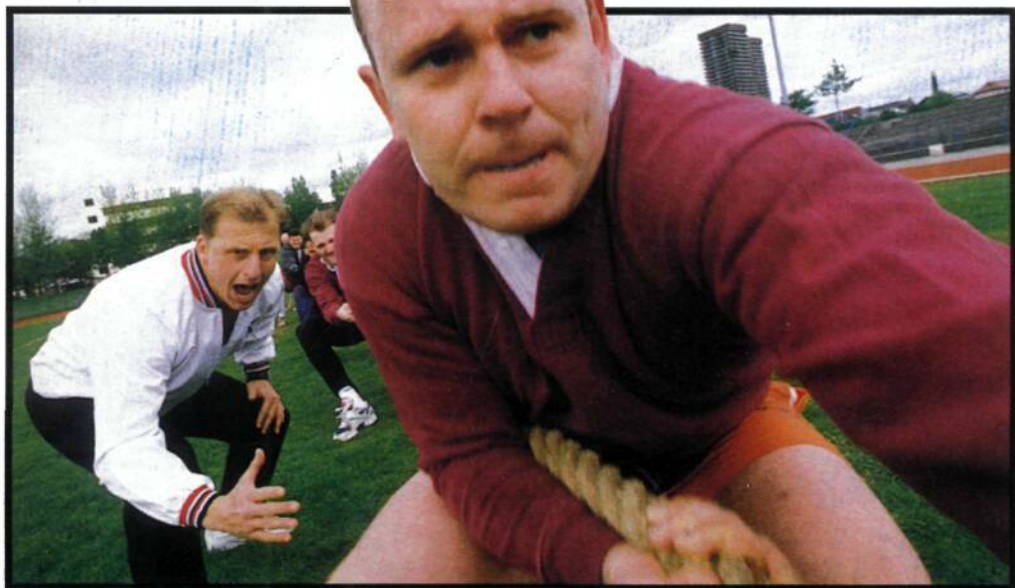
The event took place at Cleaton and District Social Club, South Shields, and the Navy squad, with coach CSgt Leo Toms, travelled up from Portsmouth on the day, arriving at 1500.

In front of a sell-out crowd, the Navy won the match 4-2 and Mne Steve Whyte was named the best boxer.

HMS KING Alfred hosted the Royal Navy Reserve Sailing Regatta, held at the Portsmouth Command Sailing Centre over a weekend in June. The weather was good for sailors (!) and mercifully the rain stopped long enough for the Saturday night barbecue to be a success. Prizes were presented by Flag Officer Portsmouth, Admiral Neil Rankin.

Winners were as follows: Bunbury Cup, HMS Vivid; Lt Greenacre and POMSA Agnew; President Cup, King Alfred; CY Banks and SA Collinson; Longden Cup, President; Lt Manning and W(Comms) Lodge; Tyne Cup, Vivid; Individual Divisional Cup, Vivid; Lt Greenacre and POMSA Agnew; Inter Divisional Cup, Vivid; LMSA (Q) Shannon and LWRN Thatcher; Brian Hobby Trophy, President; S(Comms) Adams and RS Norman.

POPT Martin Pollard has run the first FA Leaders course — bottom rung of the Football Association coaching ladder — for Combined Services Gibraltar. Ten of his 14 course members were Navy personnel.



Gwaan!

RS GEORGE Moody, from HMS Victorious (Port) gave it his all during the tug-of-war event at the Commodore's Cup, spurred on by some words of encouragement from LPT Jan Kingston.

The competition took place at Crownpoint Stadium, Glasgow, and was attended by more than 80 personnel from Clyde Submarine Base. It was organised by the Sportsdome staff

and some 23 individual and team events were contested.

Five records were broken, including the men's 400m, won by PO Bungie Williamson, captain of SMQ, the winning team.

Commodore Brian Perowne attended and praised both the turnout and the standard.

Picture: LA(PHOT) Rattler Morgan

SURPRISE WIN IN MARATHON

THIS year's London Marathon gave the RN/RM marathon team an opportunity to upstage the Navy's great rugby victory over the Army on the previous day. They seized it — winning the Inter-Service competition for the first time.

It was a win no-one anticipated, and on top of it came another victory. The Navy also defeated the US Marine Corps marathon team in a separate competition within the London race.

First home for the Navy was Lt Steve Gough (Sultan) in an excellent time of 2 hours 27 minutes 9 seconds. He was second in the Inter-Service race and 60th overall.

Other RN/RM team finishers were: Cdr Simon Sheard 2:32:54; Cdr Al Rich 2:35:4; LA(AH) Jimmy Young 2:35:24; PO Paul John 2:35:32; and C/ Sgt Terry Pares 2:36:46.

The Navy won the Inter-Service title with a time of 7 hours 35 minutes 7 seconds. The Army were next (7:41:50) and the RAF third (7:44:2).

In the national competition the RN team finished fifth, behind Basildon, Barnsley, Les Croupier and Blackheath.

Success on the competition side was matched by the impressive participation of over 50 RN/RM runners in the London Marathon, many raising large amounts of money for charity.

Athletics

The Royal Navy Athletics Championships were held at Burnaby Rd, Portsmouth, and once again the Royal Marines were in dominant mood. Their exceptionally strong team, led by stalwarts C/Sgt Andy Mitchell and Stu Gibbs and ably supported by Cpl Craig Elliot, featured a wealth of new talent.

Mne Seymour was particularly impressive in the 200m and 400m, showing considerable potential. Mne Todd has now recovered from a long bout of injury and just pipped PO Macklin in the high hurdles.

Mne Gregory also produced good results in the triple jump and long jump and Lt Attwood, also from the Royal Marines, had a reverse result, winning the long jump and finishing fourth in the triple jump.

Mne Yardley continued the Royals' winning streak with a quite convincing victory in the javelin, while Lt Summers (RM Poole) won the hammer.

The long distance races were won by Lt Steve Gough (5,000m) and Dai Roberts (1,500m). Surprise of the day was Mne Sheriff's victory over S/Lt Riley in the 3,000m steeplechase.

As expected the Royal Marines ran out easy winners with 151 points. Portsmouth were second with 103.

There were also some good

performances in the ladies competition. Wren Tracey Page, back from a two-year sea draft, not only won the javelin and shot events but set two Navy records in the process — 39.18m in the javelin and 11.92m in the shot.

LWPT Janine Burns (Raleigh) displayed a remarkable turnaround in winning both the 100m and 200m; only last year she did not consider herself to be an athlete.

LW Roe (SCU Leydene) turned in good performances, winning the 100m hurdles and high jump, and finishing second in the javelin. LWPT Mobley also staked a future in athletics, winning the long jump, 400m hurdles and the triple jump.

Wren Lyn Webb again won the 1,500m and 3,000m, but unfortunately will not be available for the Inter-Service Championships at Cosford due

to another sporting engagement.

An exciting conclusion to the ladies competition came in the 4x400m relay, on which the team result rested. Air Command won the event but Plymouth, Thames and Royal Marines by virtue of finishing second won the competition as a whole.

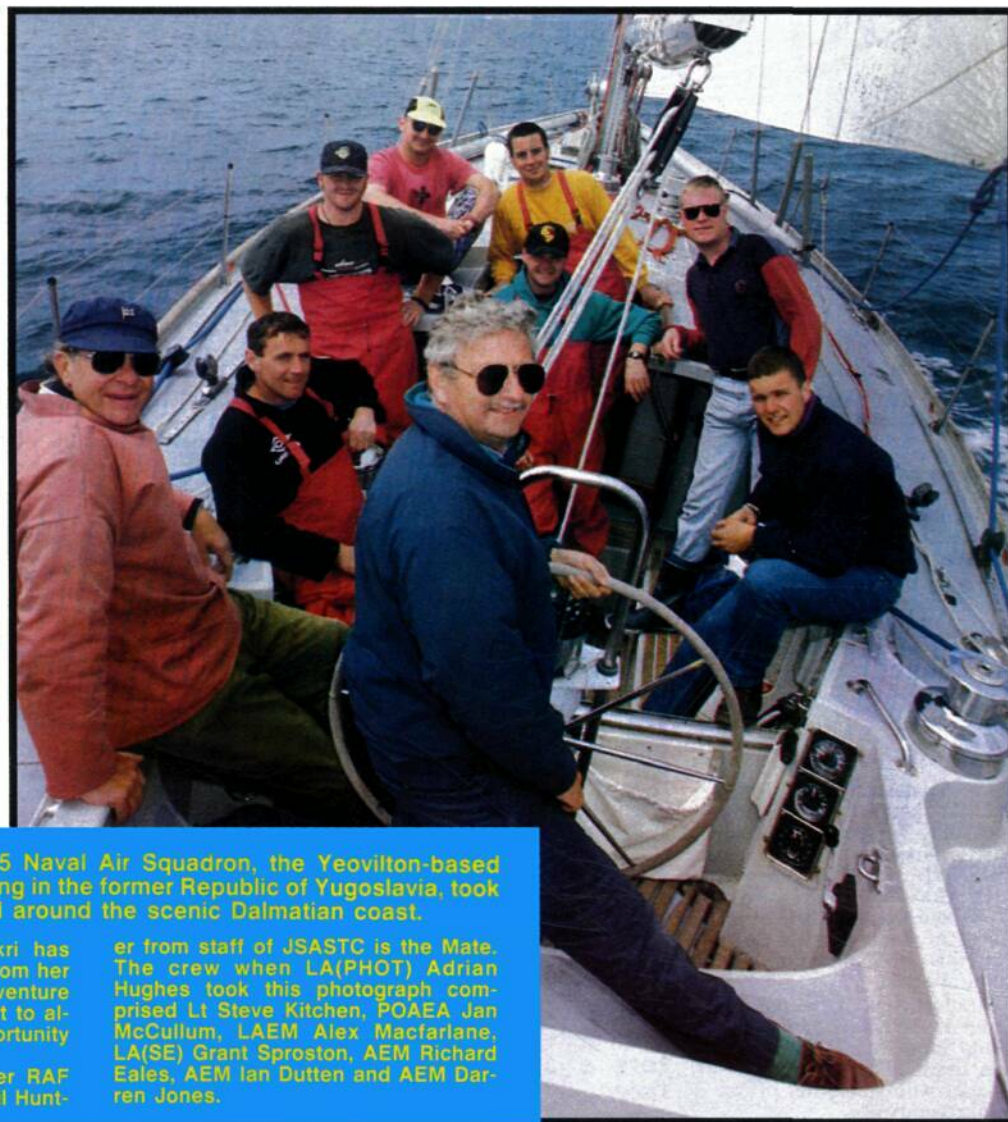
LW Roe was awarded the Gillian Boswell trophy as the most improved lady athlete.

SOME of the lads from 845 Naval Air Squadron, the Yeovilton-based helicopter squadron operating in the former Republic of Yugoslavia, took a couple of days off to sail around the scenic Dalmatian coast.

HM Sail Training Craft Kukri has been deployed to the region from her home at the Joint Services Adventure Sail Training Centre at Gosport to allow Service personnel an opportunity to explore during time off.

Kukri is skippered by former RAF officer Julian Yeardeley and Neil Hunt-

er from staff of JSASTC is the Mate. The crew when LA(PHOT) Adrian Hughes took this photograph comprised Lt Steve Kitchen, POAEA Jan McCullum, LAEM Alex Macfarlane, LA(SE) Grant Sproston, AEM Richard Eales, AEM Ian Dutton and AEM Darren Jones.



TWO DOZEN rival university soccer teams from ten nations could not match the squad sent to Holland by the Royal Engineering College.

Manadon played well throughout the Borno Slotmann International Football Tournament in Enschede, meeting Warsaw in the final. After a hard-fought game and extra time the score remained 0-0 and the title was decided on penalties. RNEC won it 4-3.

After finishing as runners-up in two local cup competitions this season, the RNEC players (above) were delighted to end on this high note.

They brought two trophies home with them from Holland — the overall winners' cup and the fair play award. The

latter came as a result of the 24-strong Manadon party releasing some of its players to bolster the Finnish university side.

The Finns were fair if they were few, but had gone home before the trophy presentation and the organisers agreed the award should go to Manadon instead.

It is hoped that the Manadon students finishing their degrees at the University of Plymouth next year — after the closure of RNEC — will be able to defend the Borno Slotmann title.



Victors in black and white...

HMS Newcastle's hockey team (below) won the Fleet Midships' Hockey Trophy, beating HMS Argyll 2-1 in the final.

Man of the match and super sub was AEA Rattler Morgan, who scored both Newcastle's goals in superb style after Argyll had gone ahead early in the second half.

Constant pressure from PO Legs Walker and COP "Never-

won-a-hockey-medal-in-30-years" Lewis forced Argyll to make some desperate moves in their search for an equaliser. But it was to no avail as they ran straight into CPO Break-a-leg Green and WEM Spider Webster.

GUZZ GUNNERS SCENT VICTORY

DEVONPORT field gunners sample the sweet smell of success through some of the large amounts of aromatherapy oils donated by former CPO David Doyle.

David, owner of "Well Oiled" in the Barbican, Plymouth, supplies the oils which can be used for pain relief in the case of muscle injury and as antiseptics.

The crew's "doc", POMA John Albert, has been studying the use of natural remedies for two years, while the gunners' voluntary physiotherapist for eight years, Alison Morton, will also have a hand in their application.

The field gunners taking a whiff in this picture by LA(PHOT) Gary Hill are (clockwise from bottom left) PO Pete Malin, LS Andy Patten, MEM Jan Oldfield, MEM Sam Pendleton, PO Tugg Wilson and AB Tugg Wilson.



Flag Officer cuts will save £9.5m

A PLAN to abolish the posts of Flag Officer Portsmouth and Flag Officer Plymouth is to go ahead. Confirmation of the move was given by Armed Forces Minister Nicholas Soames in a Commons written reply.

The measure is expected to save £9.5 million over the next ten years and was the subject of a consultation document issued last March. The posts will go by April next year.

Present tasks of the flag officers will be undertaken by their senior officers — including the naval base commanders at Portsmouth and Plymouth who will take on the representational tasks.

FOSNNI

Mr Soames also confirmed that the post of Flag Officer Scotland, Northern England and Northern Ireland (FOSNNI) would be merged with that of Commodore Clyde, and would be held by an officer of Rear Admiral rank. Currently FOSNNI is a Vice Admiral's post.

Headquarters of the redesignated FOSNNI will be at the Clyde Submarine Base. He will also become naval base commander with a one-star officer as his deputy.

There will be an overall reduction of 20 Service and civilian posts at Portsmouth and Plymouth, but no reduction in the FOSNNI area beyond those announced in February.

India buys Andromeda

LEANDER-class frigate HMS Andromeda has been sold to the Indian navy for an undisclosed sum.

Andromeda entered service with the Royal Navy in 1968, and has been in a state of preservation at Portsmouth for the last four years. She will go to Devonport Dockyard to be ready made for service with the Indian fleet.

India already operates six Leander-class vessels which were built under licence in Bombay. In 1986 the Indian navy bought the carrier HMS Hermes, recommissioning her as the Viraat.

Lottery rule change?

COMMENTS are being invited from RN Sports Lottery members over possible

changes to the rules to reduce the chances of shared prizes during the soccer season.

Lottery organizers say opinion among members is divided on the matter and they are invited to make their comments to the Lottery Manager at HMS Temeraire by July 28.

Currently the lottery's weekly top prize is £2,000, with £4,000 being offered every fourth week.



FIRST MERLINS IN PRODUCTION

FIRST OF the Navy's new anti-submarine helicopters is now on the production line. Work has begun on 44 Merlin EH101 aircraft ordered from Westland Helicopters and Augusta of Italy.

In recent trials with Type 23 frigate HMS Northumberland, the Merlin successfully completed over 100 deck landings at her maximum weight in just eight days.

The aircraft was flying with the Navy's chosen engines, the Rolls-Royce Turbomeca RTM322.

The Merlin tackled many difficult manoeuvres including a deck landing with the wind from the stern, and landings with ship roll angles of up to 15 degrees.

The manufacturers say that the crash of a prototype in Somerset last April will not delay the aircraft's entry into service. The incident is still being investigated by the Ministry of Defence.

Two Japanese companies have joined the Anglo-Italian EH101 marketing team. They are Kawasaki Heavy Industries (KHI), the leading helicopter manufacturers in Japan, and Okura and Co., one of the country's most successful trading houses.



One of the Merlin's 100 deck landings on HMS Northumberland.

No Deal for the Royal Marines

CLOSURE of the Royal Marines School of Music at Deal has been confirmed by Armed Forces Minister Nicholas Soames.

The school will be relocated at Portsmouth naval base in a move which will save £3 million a year in support costs.

Mr Soames said the decision was taken "only with the greatest regret and in view of the clear financial case."

He said: "We fully recognise the warm and close relationship which has grown up between the people of Deal and the Royal Marines in an association which dates back to 1664."

The musicians will move to Portsmouth Naval Base where they will take over the RN Detachment Quarters due to be vacated in the autumn.

Manadon

Officer training at the RN Engineering College Manadon ends on July 28 after more than 50 years. Members of the final classes at HMS Thunderer will receive their degrees on July 21 at a graduation day ceremony attended by the First and Second Sea Lords.

The Manadon engineering course has been replaced by a new course at Southampton University. Other courses will move to HMS Collingwood and HMS Sultan.

The 106-acre Manadon estate will be sold following the Navy's final departure in November.